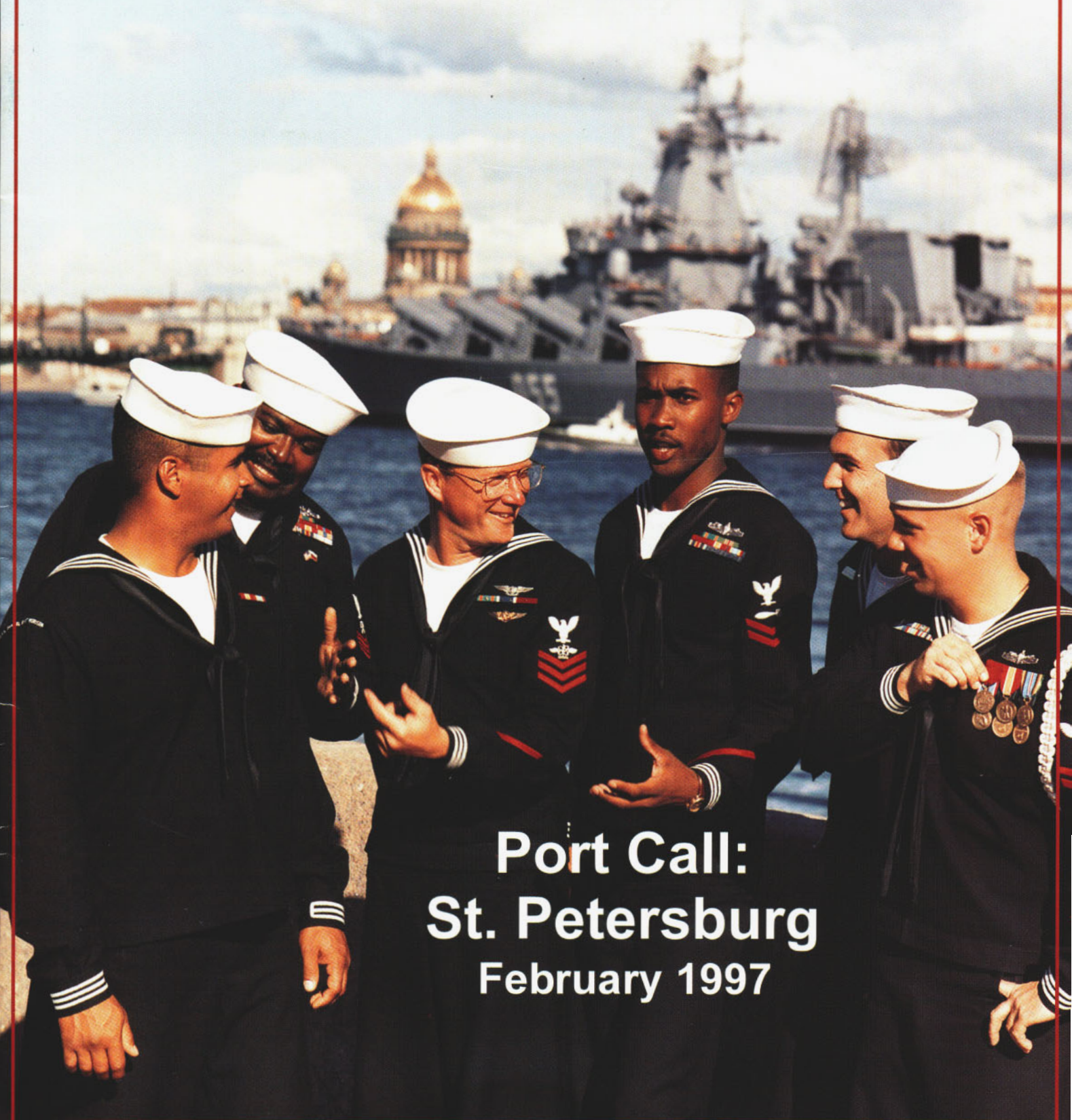


ALL HANDS

MAGAZINE OF THE U.S. NAVY



Port Call:
St. Petersburg
February 1997

Any day in the Navy 1997

May 8, 1997, is just like any other Navy day. That's why it's so important to us.

We are asking our readers to record the events and the people on their ships and installations that day. *All Hands* will use these images to tell the Navy's story in our October 1997 edition.

We want photographs that capture the faces of Sailors, Marines, Navy civilians and their families. We're looking for imagination and creativity. Your subject might be something you see every day but says something special about your people or your command. Or, you might get a shot of something unusual, a once-in-a-lifetime photo opportunity. Our only rules are that the subjects in the photographs reflect the diversity of the Navy, and there are no safety or uniform violations.

Use different lenses — wide angle and telephoto — to give an ordinary photo a fresh look. Shoot from different angles. Don't be afraid to bend your knees or find a higher viewpoint. Experiment with silhouettes and time-exposures. Shoot color or black and white. Whatever you shoot, remember it's the people, not the hardware, that make the Navy what it is.

Photos must be shot during the 24-hour period of May 8. Submit processed and mounted color slides. Or, send us quality black and white or color prints, either 5x7 or 8x10.

Submissions must include full credit and outline information: full name, rank, duty station and phone number of the photographer; the names and hometowns of identifiable people in the photos; details on what's happening in the photos; and where the photos were taken. Captions must be attached individually to each photo or each slide. Photos must be processed and received (not postmarked) at *All Hands* by May 30, 1997. Photos will not be returned.

Our mailing address is:
Naval Media Center
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Address questions to the Photo Editor at DSN 288-4209 or (202) 433-4209. ⚓



Photo by PHC C. Harris

Photocopy this form and attach a completed copy to each photo you submit.

Photographer:

Full name: _____

Rank: _____

Duty station (including mailing address and phone number): _____

Photograph:

Time photograph was shot: _____

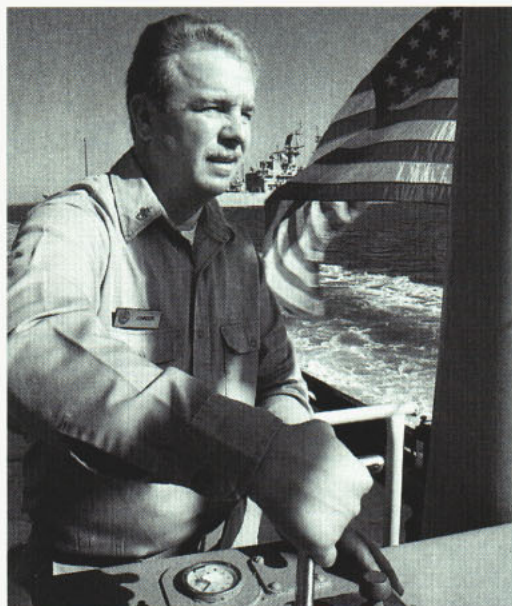
Caption (what the photo depicts): _____

People in the photo (include first and last names, ranks/ratings, warfare designators and hometowns): _____

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Front cover: Sailors aboard USS *Samuel Eliot Morison* (FFG 13) helped the Russians celebrate their navy's 300th anniversary in St. Petersburg. Photo by JO1 Daniel Charles Ross.

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Charthouse

CNO says Navy ideally suited as force of choice for future

"We do not need to reinvent the Navy in response to the Quadrennial Defense Review (QDR)," wrote ADM Jay Johnson, Chief of Naval Operations, in a message to all Navy flag officers. "We are, and will continue to be, highly relevant; have the correct vision and appropriate force structure, modernization and infrastructure to meet the nation's defense strategy."

Johnson sent the message in preparation for the QDR, a comprehensive examination of defense strategy, force structure, modernization plans, infrastructure and other issues. Congress, in the FY97 Defense Authorization Act,

directed DOD to conduct a QDR every four years, with the first report due May 15.

"The Navy/Marine Corps team makes valuable contributions," Johnson wrote. "Our forward-deployed forces serve as our principal means of peacetime engagement, conflict prevention/deterrence and crisis response keeping our nation from war."

The CNO also said the Navy remains committed to the concepts developed in "Forward ... From the Sea," which details the Navy's operational philosophies in the post-Cold War world.

These philosophies represent a shift from a "blue water"



Claims processor changes name

AdminaStar Defense Services, the contractor who processes TRICARE standard (CHAMPUS) claims for many northeastern states, changed its name recently and is now known as the Unisys Corporation — Health Information Management Service Center or "Unisys" for short.

Unisys processes TRICARE Standard (CHAMPUS) claims for

Navy environment to one which focuses on landward influence in the littoral regions of the world. ‡

CNO Career Information Team Schedule

The CNO Career Information Team (CIT) continues its FY97 visit schedule for discussion and feedback.

Chartered 18 years ago, the CIT provides the latest information about personnel policy and retention initiatives to the fleet and reports the concerns of fleet Sailors to Navy leadership.

The Team visits 11 Navy areas throughout the year, and all hands are encouraged to attend the briefings. The team will conduct focus group discussions with personnel who are voluntarily separating from active duty before they are eligible to retire. ‡

Feb. 10-14

Southern California

March 24-26

Southeast United States

Apr. 21-25

Hampton Roads, Va.

May 19-23

Caribbean

June 16-20

Central United States

July 14-31

Europe and Middle East

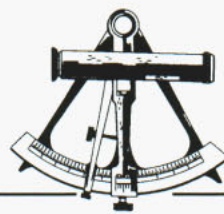
Aug. 11-15

Northern California and Nevada

Sept. 15-19

Northeast United States

Remote shore or afloat commands who wish to receive the team brief should contact PERS 206 at DSN 224 5512/5513 or (703) 614-5512/13.



ARE...

Health Care Plan

Connecticut, Delaware, Illinois, Indiana, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island and Vermont.

TRICARE price drops

TRICARE Prime has dropped its \$5 processing fee for families who pay their annual enrollment fees in quarterly payments.

The Defense Authorization

Act for FY96, Section 713, specifies that the annual enrollment fee for TRICARE Prime (TRICARE's HMO-type health care option) may be paid quarterly, "without imposing additional costs on covered beneficiaries."

TRICARE Europe enrollment on track

Naval medical treatment facilities throughout Europe are working to ensure complete enrollment in TRICARE Europe Prime for active-duty military and their family members.

"All of the Navy medical facilities in Europe are currently on track with active-duty and

family-member enrollment," said LT Hugh Cox, TRICARE programs officer for the U.S. Navy in Europe.

"Enrollment in TRICARE Europe Prime is the way to go as it preserves the benefits enjoyed under the CHAMPUS Demonstration Project. I would urge family members to attend a TRICARE briefing, not only to help them understand the various components of the TRICARE Europe program, but also to prepare them for the eventual transition back to CONUS where they will be faced with similar decisions regarding their health care benefit." ‡

New program allows nonvets to join Naval Reserve Force

A new Selected Reserve program — the Accelerated Initial Accession (AIA) Program — allows nonprior service personnel to enlist at a permanent pay grade of E-2, with a temporary pay grade of E-3.

Applicants must enlist for a minimum of eight years, and the

AIA Program requires no boot camp.

Recruiting begins immediately, using existing airman, fireman and seaman vacancies. You must be a high school graduate or have earned a General Equivalency Diploma (GED) and be between the ages of 26 and 36 (not having

reached the 37th birthday). To be designated permanently in pay grade E-3, personnel must complete Navy correspondence courses specific to their naval specialty and meet other requirements within 24 months.

For more information, call toll-free 1-800-872-8767. ‡

Reservists can get income insurance for involuntary recall

Congress approved a voluntary income insurance program in the Defense Authorization Act of 1996, under which Reservists can receive between \$500 and \$5,000 a month if they are involuntarily recalled for a period of 31 days or more. Premiums are \$12.20 a month for each \$1,000 per month of insurance coverage and can be deducted monthly from the service members' checking account or paid quarterly to Defense Finance and Accounting Service, (DFAS) Cleveland.

Benefits will be paid for up to one year, or a maximum of 12 months out of any 18-month calendar period.

Under current law, Reservists are offered one opportunity to enroll in the program and to select the level of coverage. However, Congress is already considering an amendment whereby certain inactive Reservists who declined coverage and then transferred to a drilling unit may receive another opportunity to enroll.

For more information, Selected Reservists (SELRES) may contact their servicing personnel office, or call Commander Naval Reserve Force, Code N12 at DSN 678-1300 or (504) 678-1300. Members of the IRR may call 1-800-535-2699. ‡

Rating Roundup

Story compiled by JO2 Jeremy Allen

With today's Navy changing in so many ways, it's hard to keep track of all the jobs available to Sailors. To make this a little bit easier, *All Hands* has compiled a list of Navy

enlisted ratings to help undesignated Sailors choose a career, and to provide a source for Sailors who are thinking of cross-rating.

The Navy has 21 occupational fields that make up the 68 enlisted Navy ratings. These are the most current ratings as of this month.

Editor's Note: *The BT, DP and WT ratings have been phased out.*

General Seamanship



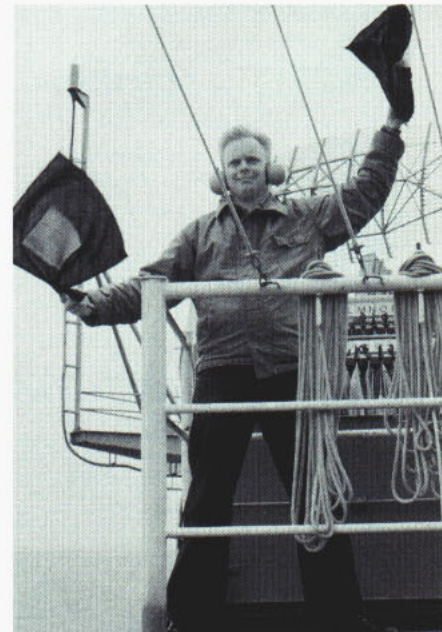
Boatswain's Mate (BM): BMs train and supervise personnel in all activities relating to marlinspike, deck and boat seamanship, and the maintenance of the ship's external structure and deck equipment. They act as petty officers in charge of small craft and may perform duties as master-at-arms, serve in or take charge of gun crews and damage control parties.



U.S. Navy photo



Signalman (SM): SMs send and receive various visual messages, handle and route message traffic, operate voice radio and repair visual signaling devices. They also render honors to ships and boats and serve as navigators.



U.S. Navy photo

Ship's Operations



Quartermaster (QM): QMs assist the navigator and officer of the deck (OOD), steer the ship, take radar bearings and ranges, make depth soundings and celestial observations, plot courses and command small craft. Additionally, they maintain charts, navigational aids and oceanographic publications and records for the ship's log.



Operation Specialist (OS): OSs operate radar, navigation and communications equipment in shipboard combat information centers (CICs) or bridges. They detect and track ships, planes and missiles. They also operate and maintain identification friend or foe (IFF) systems, electronic countermeasures (ECM) equipment and radio-telephones.



U.S. Navy photo

Ship's Maintenance



Instrumentman (IM): The Navy uses many meters, gauges, watches and clocks, typewriters, adding machines and other office machines. Repairing, adjusting and reconditioning them is an IM's job. IMs also repair mechanical parts of electronic instruments and are often called upon to manufacture parts, such as bushings, stems, jewel settings, mainsprings and spring hooks.



Hull Maintenance Technician (HT):

HTs are responsible for maintaining ships' hulls, fittings, piping systems and machinery. They install and maintain shipboard and shore based plumbing and piping systems. They also look after a vessel's safety and survival equipment and perform many tasks related to damage control.

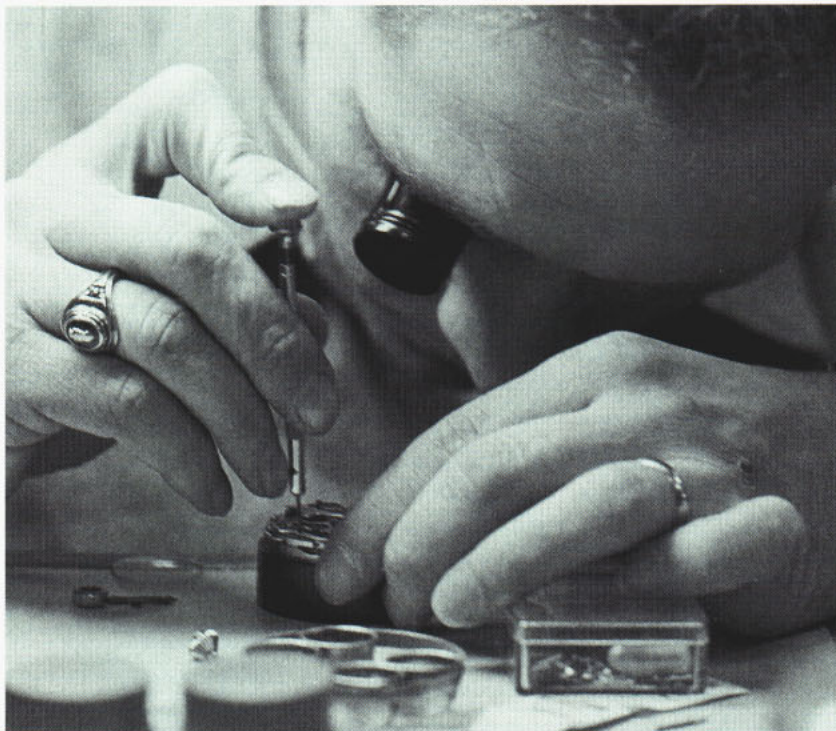


Photo by PH2 Rodger Anderson



Machinery Repairman (MR):

MRs are skilled machine tool operators. They make replacement parts and repair or overhaul a ship's engine auxiliary equipment, such as evaporators, air compressors and pumps. They repair deck equipment, including winches and hoists, condensers and heat exchange devices. Shipboard MRs frequently operate main propulsion machinery, besides performing machine shop and repair duties.



Photo by PH1 Gregory G. Hilton



Opticalman (OM): OM's perform organizational and intermediate level maintenance on small navigational instruments, binoculars, night-vision sights, range finders, turret and submarine periscopes and other optical instruments. OM's must be able to perform close, exact and painstaking work and possess high mechanical aptitude.



Molder (ML): MLs make molds, cores and rig flasks. They make castings of ferrous and nonferrous metals, alloys and plastics for the repair of ships, guns and other machined equipment. MLs identify metals and alloys, heat-treat them and test them for hardness. They operate the furnaces used to melt metals for castings and use a variety of special hand and power tools.

Ship's Maintenance



Damage Controlman (DC): DCs perform the work necessary for damage control, ship stability, fire-fighting and chemical, biological and radiological (CBR) warfare defense. They instruct personnel in damage control and CBR defense and repair damage-control equipment and systems.



Patternmaker (PM): The PM is an important link between the draftsmen who make the drawings, and the molders in a Navy foundry, who produce the castings. PMs make patterns in wood, plaster or metal using drafting, carpentry and metal-working skills while using shop mathematics.



Aviation Maintenance/Weapons



Aircrew Survival Equipmentman (PR): Parachutes are the lifesaving equipment of aircrewmembers when they have to bail out. In time of disaster, a parachute may also be the only means of delivering badly needed medicines, goods and other supplies to isolated victims. PRs must pack and care for parachutes, as well as service, maintain and repair flight clothing, rubber life rafts, life jackets, oxygen-breathing apparatus, protective clothing and air-sea rescue equipment.



Aviation Electrician's Mate (AE): AEs maintain, adjust and repair aircraft electrical power generating and converting systems; lighting, control and indicating systems; and can install and maintain wiring and flight and engine instrument systems.



Photo by PH1 (AM) Gary L. Reinhardt



Aviation Electronics Technician (AT): Modern aircraft depend on radio, radar and other electronic devices for rapid communications, effective navigation, controlled landing approaches and neutralizing enemy equipment and tactics. ATs are responsible for the test, maintenance and repair of this equipment.

Aviation Maintenance/Weapons



Aviation Ordnanceman (AO): Navy planes carry guns, bombs, torpedoes, rockets and missiles to attack the enemy on the sea, under the sea, in the air and on land. AOs maintain, repair, install, operate and handle aviation ordnance equipment. Their duties also include the handling, stowing, issuing and loading of munitions and small arms.



Aviation Maintenance Administrationman (AZ): The many clerical, administrative and managerial duties necessary to keep aircraft maintenance activities running smoothly are handled by the AZs. They plan, schedule and coordinate the maintenance workload, including inspections and modifications to aircraft and equipment.



Aviation Structural Mechanic (AM): AMs maintain and repair aircraft parts(wings, fuselage, tail, control surfaces, landing gear and attending mechanisms) working with metals, alloys and plastics. They also maintain and repair safety equipment and hydraulic systems.



Aviation Machinist's Mate (AD): Usually, ADs are assigned to billets concerned with maintaining turbo-jet aircraft engines and associated equipment or to any one of several types of aircraft maintenance activities. ADs maintain, service, adjust and replace aircraft engines and accessories, as well as perform the duties of flight engineers.

Aviation Group Support



Aviation Boatswain's Mate (AB): ABs operate, maintain and repair aircraft catapults, arresting gear and barricades. They operate and maintain fuel and lube oil transfer systems. ABs direct aircraft on the flight deck and in hanger bays before launch and after recovery. They use tow tractors to position planes and operate support equipment used to start aircraft.

Photo by PHT Donald E. Bray



Aviation Group Support



Aviation Support Equipment Technician (AS): ASs perform intermediate maintenance on aviation accessory equipment — "yellow gear" — at naval air stations and aboard carriers. They maintain gasoline and diesel engines; hydraulic and pneumatic systems; liquid, gaseous oxygen and nitrogen systems; gas turbine compressor units; and electrical systems.



Photo by Daniel G. Lavole

Air Traffic Control



Air Traffic Controller (AC): ACs assist in the essential safe, orderly and speedy flow of air traffic by directing and controlling aircraft. They operate field lighting systems, communicate with aircraft, furnish pilots with information regarding traffic, navigation and weather conditions, as well as operate and adjust ground-controlled approach (GCA) systems and interpret targets on radar screens and plot aircraft positions. A five-year enlistment is required to become an AC.

Weapons Control



Fire Control Technician (FT): FTs maintain the electronic equipment used in submarine weapons systems. FTs are responsible for the operation, routine care and repair of the complex electronic, electrical and mechanical equipment required to ensure the accuracy of Navy guided-missile systems and underwater weapons. A six-year enlistment is required.



Fire Controlman (FC): FCs maintain the control mechanism used in weapons systems on combat ships. Complex electronic, electrical and hydraulic equipment is required to ensure the accuracy of Navy guided-missile and surface gunfire-control systems. FCs are responsible for the operation, routine care and repair of this equipment, which includes radars, computers, weapons direction equipment, target designation systems, gyroscopes and range finders. It is in the advanced electronics field and requires a six-year enlistment.

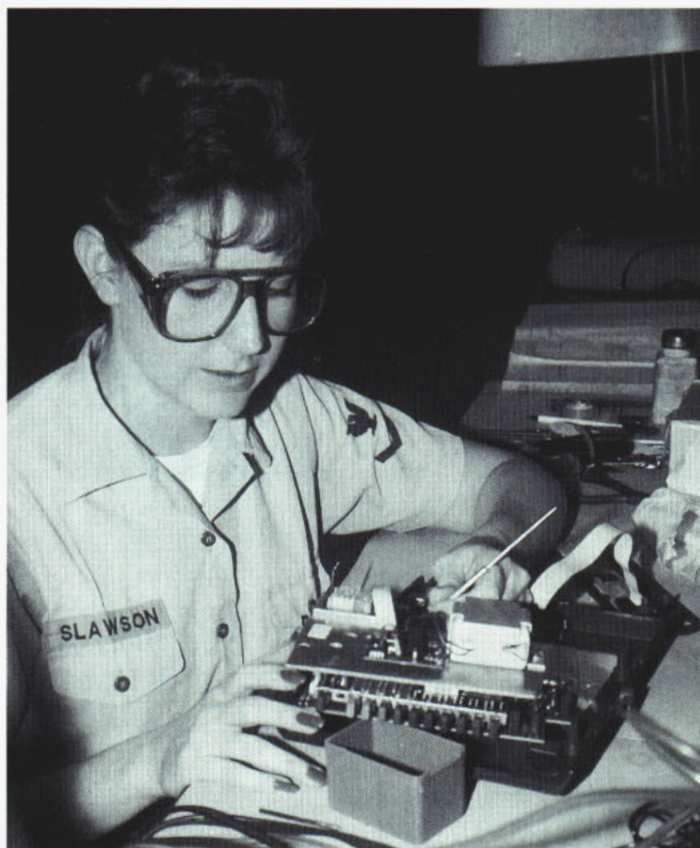


Photo by PH2 Antonio Borges



Electronics Technician (ET): ETs are responsible for electronic equipment used to send and receive messages, detect enemy planes and ships, and determine target distances. They must maintain, repair, calibrate, tune and adjust all electronic equipment used for communications, detection and tracking, recognition and identification, navigation and electronic countermeasures.

Marine Engineering



Engineman (EN): Internal combustion engines, diesel or gasoline, must be kept in good order. This is the responsibility of ENs. They also maintain refrigeration, air-conditioning, distilling-plant engines and compressors.



Photo by JO1 Kevin L. Alston



Electrician's Mate (EM): The operation and repair of a ship's or station's electrical power plant and electrical equipment is the responsibility of EMs. They also maintain and repair power and lighting circuits, distribution switchboards, generators, motors and other electrical equipment.



Photo by LCDR Alan Dooley



Gas Turbine System Technician (GS): GSs operate, repair and maintain gas turbine engines; main propulsion machinery, including gears; shafting and controllable pitch propellers; assigned auxiliary equipment propulsion control systems; electrical and electronic circuitry up to the printed circuit module; and alarm and warning circuitry. They also perform administrative tasks related to gas turbine propulsion system operation and maintenance, (GSE: Electrical) (GSM: Mechanical)



Interior Communications Electrician (IC): ICs operate and repair electronic devices used in the ship's interior communications systems, SITE TV systems, public address systems, electronic megaphones and other announcing equipment. They are also responsible for the gyrocompass systems.



Machinists Mate (MM): Continuous operation of the many engines, compressors and gears, refrigeration, air-conditioning, gas-operated equipment and other types of machinery afloat and ashore is the MM's job. They are also responsible for the ship's steam propulsion and auxiliary equipment and the outside (deck) machinery. MMs also may perform duties involving some industrial gases.

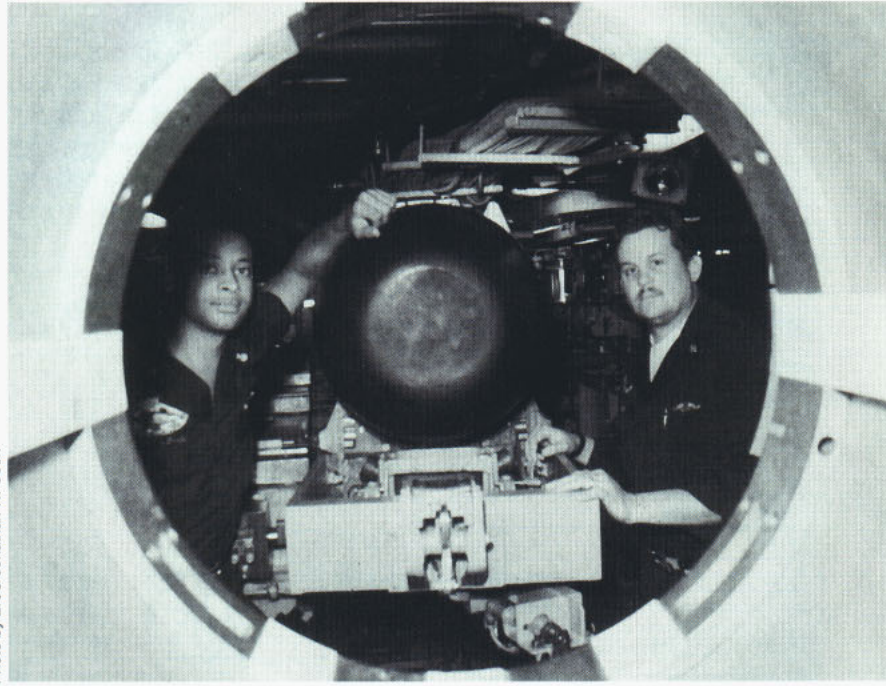


Photo by PH1 James E. DeLoach

Ordnance Systems

Torpedoman's Mate (TM): TMs maintain underwater explosive missiles, such as torpedoes and rockets, that are launched from surface ships, submarines and aircraft. They also maintain launching systems for underwater explosives, and are responsible for shipping and storage of torpedoes and rockets.

Photo by LTJG Jonathan W. Cook



Gunner's Mate (GM): Navy GMs operate, maintain and repair all gunnery equipment, guided-missile launching systems, rocket launchers, guns, gun mounts, turrets, projectors and associated equipment. They make detailed casualty analyses and repairs of electrical, electronic, hydraulic and mechanical systems. They also test and inspect ammunition, missiles and their ordnance components. GMs train and supervise personnel in the handling and stowage of ammunition, missiles and assigned ordnance equipment.



Photo by PH2 Richard W. Poorman



Mineman (MN): MNs test, maintain, repair and overhaul mines and their components. They are responsible for assembling, testing, handling, issuing and delivering mines to the planting agent and for maintaining minehandling and minelaying equipment.



Missile Technician (MT): MTs assemble, maintain and repair missiles carried by submarines. They maintain the specialized equipment used in these functions. Although missile components and related testing and handling equipment are primarily electrical and electronic, MTs must also work with the mechanical, hydraulic and pneumatic units in the launcher systems, fire control systems and missile flight control systems.

Logistics



Disbursing Clerk (DK): DKs maintain the financial records of Navy personnel. They prepare payrolls, determine transportation entitlements, compute travel allowances and process claims for reimbursement of travel expenses. DKs also process vouchers for receiving and spending public money and ensure accounting data is accurate. They maintain fiscal records and prepare financial reports and returns.



Storekeeper (SK): SKs are the Navy's supply clerks. They see that needed supplies are available including everything from clothing and machine parts to forms and food.

SKs have duties as civilian warehousemen, purchasing agents, stock clerks and supervisors, retail sales clerks, store managers, inventory clerks, buyers, parts clerks, bookkeepers and even fork lift operators.



Ship's Serviceman (SH): Both ashore and afloat, SHs manage barber shops, tailor shops, ships' uniform stores, laundries, dry cleaning plants and cobbler shops. They serve as clerks in exchanges, gas stations, warehouses and commissary stores. Some ship's servicemen function as Navy club managers.

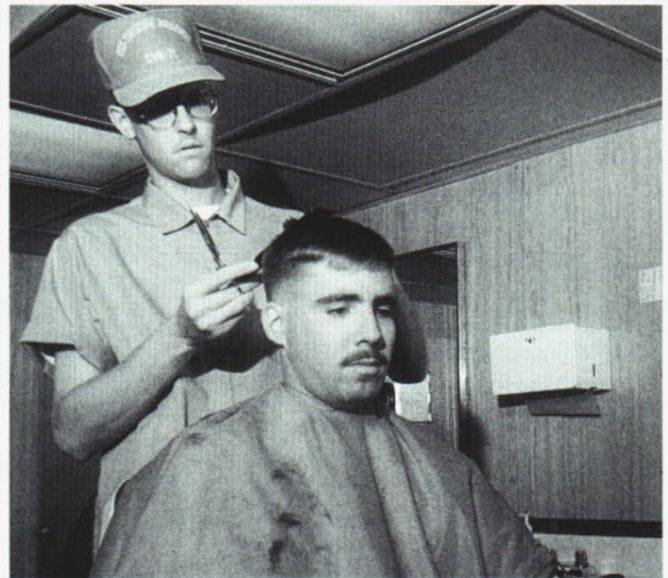


Photo by PH2 Jim Collins



Aviation Storekeeper (AK): AKs ensure that materials and equipment needed by naval aviation activities are available and in good order. They take inventories, estimate future needs and make purchases. AKs store and issue flight clothing, aeronautical materials and spare parts; ordnance; electronic; and structural and engineering equipment.



Mess Management Specialist (MS): MSs operate and manage Navy dining facilities and bachelor enlisted quarters. They cook, bake, order, inspect and stow food in Navy dining facilities ashore and afloat. They maintain food service; prepare spaces and equipment; and keep records of transactions and budgets for food service in living quarters ashore.



Photo by EM2 Danilo Cortez

Administration



Postal Clerk (PC): The Navy operates a large postal system manned by Navy PCs, who have similar duties to their civilian counterparts in the U.S. Postal Service. PCs send mail on its way; collect postage-due mail; prepare customs declarations; collect outgoing mail; cancel stamps. They also perform a variety of record-keeping and reporting duties, which include maintaining an up-to-date directory service and locator file.



Religious Specialist (RP): RPs assist Navy chaplains with administrative and budgetary tasks. They serve as custodians of chapel funds, keep religious documents and stay in contact with religious and community agencies. They also prepare devotional and religious educational materials, set up volunteer programs, operate shipboard libraries, supervise chaplains' offices and perform administrative, clerical and secretarial duties. They train personnel in religious programs and publicize religious activities.



Personnelman (PN): PNs provide enlisted personnel with information and counseling about Navy jobs, opportunities for general education and training, promotion requirements and rights and benefits. They also assist enlisted members' families with legal aid or reassignments in hardship situations. PNs keep records up to date, prepare reports, type letters and maintain files.



Photo by JO1 Ron Schaler

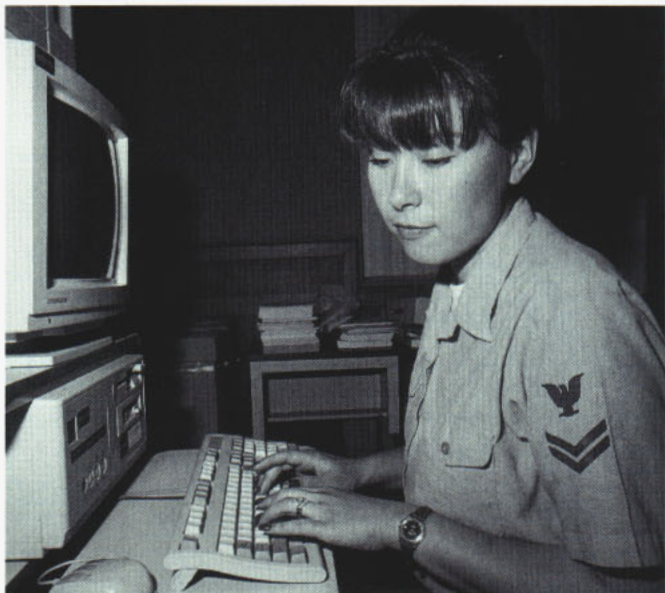


Photo by PH1(NAC) David J. Kruse



Yeoman (YN): YNs perform secretarial and clerical work. They deal with visitors, telephone calls and incoming mail. YNs organize files and operate copy machines and order and distribute supplies. They write and type business and social letters, notices, directives, forms and reports. They maintain files and service records.



Navy Counselor (NC): NCs offer vocational guidance on an individual and group basis to Navy personnel aboard ships and at shore facilities. They assess the interests, aptitudes, abilities and personalities of individuals. This rate is not available to the incoming recruit.

Administration



Legalman (LN): LNs are trained legal aides who assist professionals in the field of law. They work in Navy legal offices, performing administrative and clerical tasks necessary to process claims, conduct court and administrative hearings and maintain records, documents and legal reference libraries. They may give advice on tax returns, voter registration procedures, immigration and customs regulations, regulations governing Social Security and veterans' benefits and perform many duties related to courts-martial and nonjudicial hearings.

Data Systems



Data Systems Technician (DS): DSs are electronics technicians who specialize in computer systems including: digital computers, video processors, tape units, buffers, key sets, digital-display equipment, data-link terminal sets and related equipment. They clean, maintain, lubricate, calibrate and adjust equipment. DSs run operational tests, diagnose problems, make routine repairs and evaluate newly installed parts and systems units.

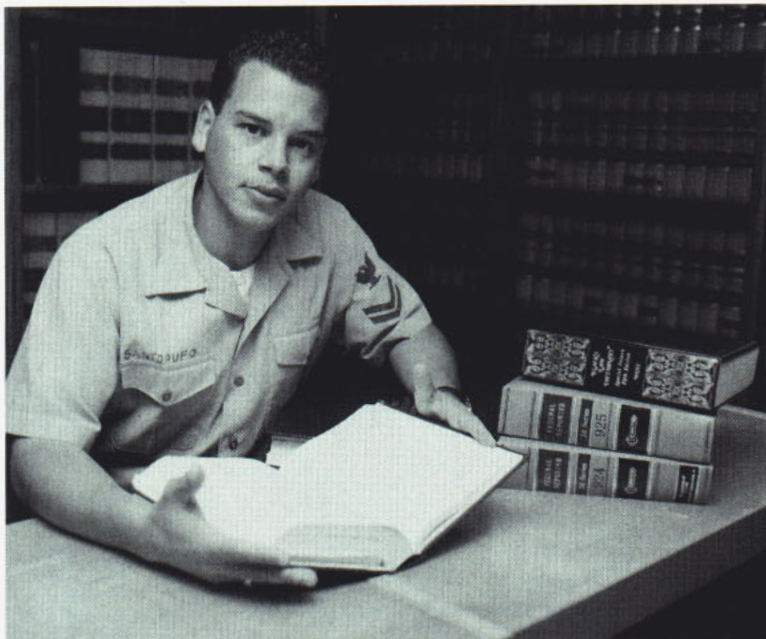


Photo by PH2 Michael S. Garrett

Health Care



Dental Technician (DT): Navy dentists, like many civilian ones, are assisted by dental technicians. DTs have a variety of "chairside," laboratory and administrative duties. Some are qualified in making and fitting artificial teeth; dental X-ray techniques; clinical laboratory procedures; pharmacy and chemistry or maintenance and repair of dental equipment. A five-year enlistment is required.



Hospital Corpsman (HM): HMs assist medical professionals in providing health care to service people and their families. They serve as pharmacists, medical technicians, food service personnel, nurse's aids, physician's or dentist's assistants, battlefield medics, X-ray technicians and more. An HM's work falls into several categories: first aid and minor surgery, patient transportation, patient care, prescriptions and laboratory work, food service inspections and clerical duties.

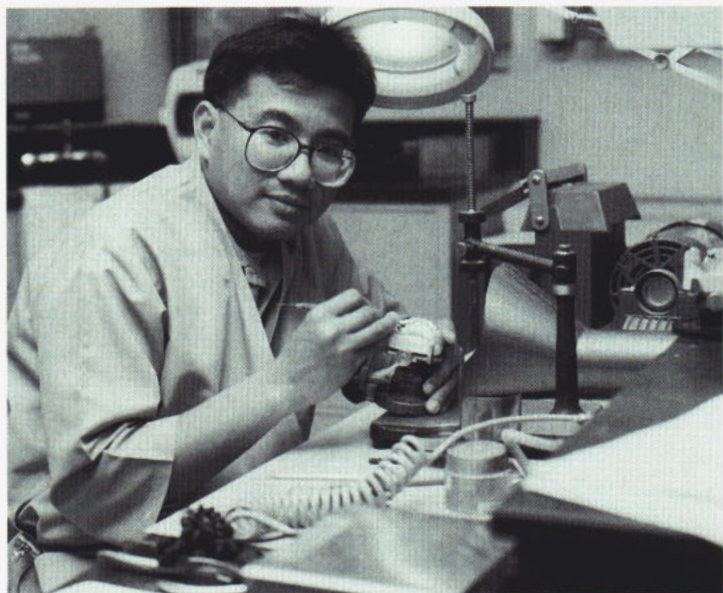


Photo by PH2 Carl J. Smith

Construction



Builder (BU): Navy builders are like civilian construction workers. They are skilled carpenters, plasterers, roofers, cement finishers, asphalt workers, masons, painters, bricklayers, sawmill operators or cabinetmakers. BUs build and repair all types of structures including: piers, bridges, towers, underwater installations, schools, offices, houses and other buildings. A five-year enlistment is required.

Construction



Engineering Aide (EA): EAs provide construction engineers with information needed to develop final construction plans. EAs conduct surveys for roads, airfields, buildings, waterfront structures, pipelines, ditches and drainage systems. They perform soil tests; prepare topographic and hydrographic maps and survey for sewers, water lines, drainage systems and underwater excavations. A five-year enlistment is required.



Construction Mechanic (CM): CMs maintain heavy construction and automotive equipment — buses, dump trucks, bulldozers, rollers, cranes, backhoes, pile drivers — other construction equipment and service vehicles. They work on gasoline and diesel engines, ignition and fuel systems, transmissions, electrical systems and hydraulic, pneumatic and steering systems. A five-year enlistment is required.



Construction Electrician (CE): CEs are responsible for the power production and electrical work required to build and operate airfields, roads, barracks, hospitals, shops and warehouses. The work of a Navy CE is equivalent to civilian construction electricians, powerhouse electricians, telephone and electrical repairmen, substation operators, linemen and others. A five-year enlistment is required.



Equipment Operator (EO): EOs work with heavy machinery such as bulldozers, power shovels, pile drivers, rollers and graders. EOs use this machinery to dig ditches; excavate for building foundations; break up old concrete or asphalt paving and pour new paving; loosen soil and grade it; dig out tree trunks and rocks; remove debris from construction sites; raise girders; and move and set in place other pieces of equipment or materials needed for the job. A five-year enlistment is required.



Photo by EA1 Alan P. Deyoe



Utilitiesman (UT): UTs plan, supervise and perform tasks involved in the installation, operation, maintenance and repair of plumbing, heating, steam, compressed air and fuel storage and distribution systems, air conditioning and refrigerator equipment and sewage collecting and disposal facilities.



Photo by PH2 Douglas F. Mooney

Construction



Steel Worker (SW): SWs rig and operate all special equipment used to move or hoist structural steel, structural shapes and similar material. They erect or dismantle steel bridges, piers, buildings, tanks, towers and other structures. They place, fit, weld, cut, bolt and rivet steel shapes, plates and built-up sections used in the construction of overseas facilities. A five-year enlistment is required.

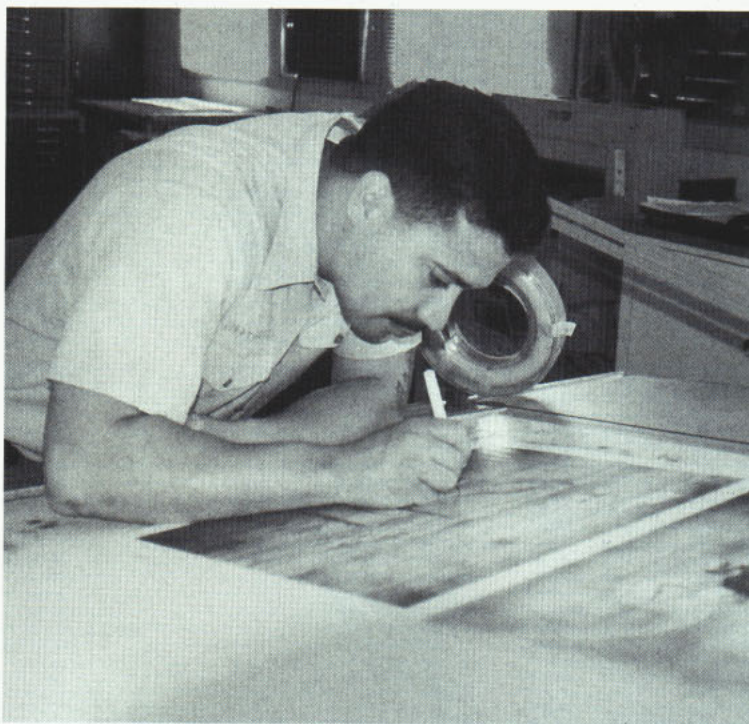


Photo by VN3 Christine Callow

Media



Illustrator-Draftsman (DM): DMs prepare mechanical drawings, blueprints, charts and illustrations needed for construction projects and other naval activities. They specialize in a number of areas, among them graphics, structural drafting, electrical drafting, graphic arts mechanics and illustrating.



Journalist (JO): JOs are the Navy's information specialists. They write press releases, news stories, and features for Navy newspapers, bulletins and magazines. They perform a variety of public relations jobs. Some write scripts and announcements for radio and TV; others are photographers or radio and television broadcasters and producers. A JO's photo work ranges from administrative and clerical to film processing. A five-year enlistment is required.



Photographer's Mate (PH): PHs photograph actual and simulated battle operations and make photo records of historic and newsworthy events for the Navy. They expose and process light-sensitive negatives and positives, maintain cameras, related equipment, photo files and records and perform other photographic services for the Navy. A five-year enlistment is required.



Photo by PH3 Shane Hebert



Lithographer (LI): LIs run the Navy print shops and produce the printed material used in naval activities. LIs print service magazines, newspapers and bulletins, training materials, official policy manuals, etc. They operate printing presses, do layout and design and collate and bind printed pages. The usual specialties are cameraman, pressman and binderyman.

Music



Musician (MU): MUs play in official Navy bands and special groups such as jazz bands, dance bands and small ensembles. They give concerts and provide music for military ceremonies, religious services, parades, receptions and dances. Official unit bands usually do not include stringed instruments, but each MU must be able to play at least one brass, woodwind or percussion instrument. Sailors are selected for this rating through auditions.



Photo by PH1 Dolores L. Anglin

Master-at-Arms



Master-at-Arms (MA): MAs uphold law and order aboard ships and shore stations. They report to the executive officer, help maintain discipline and assist in security matters. They ensure regulations are enforced, conduct investigations, take part in correctional and rehabilitative programs and organize and train Sailors assigned to police duty. Their equivalent in the civilian world is detectives and policemen.

Sensor Operations



Ocean System's Technician (OT): OTs operate special electronic equipment used to interpret and document oceanographic data, such as the depth and composition of the ocean floor and how sound travels through water. They operate tape recorders and related equipment, prepare reports and visual displays and convert analyzed data to be used in statistical studies.



Electronics Warfare Technician (EW): EWs operate and maintain electronic equipment used in navigation, target detection and location and for preventing electronic spying by enemies. They interpret incoming electronic signals to determine their source. EWs are advanced electronic technicians who do wiring, circuit testing and repair. They determine performance levels of electronic equipment, install new components, modify existing equipment and test, adjust and repair equipment cooling systems.



Sonar Technician (ST): STs are responsible for underwater surveillance. They assist in safe navigation and aid in search, rescue and attack operations. They operate and repair sonar equipment and jam enemy sonars. STs track underwater objects and repair antisubmarine warfare fire control equipment and underwater radiotelephones.

Communications



Radioman (RM): Naval activities often involve people working at many different locations on land and at sea. RMs operate the radio communications systems that make such complex teamwork possible. RMs operate radio-telephones and radio-teletypes, prepare messages for international and domestic commercial telegraph, and send and receive messages via the Navy system

Intelligence



Intelligence Specialist (IS): Military information, especially secret information about enemies or potential enemies, is called "intelligence." An IS is involved in collecting and interpreting intelligence data; analyzing photographs; and prepares charts, maps and reports; that describe in detail the strategic situation all over the world.

Cryptology



Cryptologic Technician (CT): CTs control the flow of messages and information. Their work depends on their special career area: administration (CTA) - administrative and clerical duties that control access to classified material; interpretive (CTI) - radiotelephone communications and foreign language translation; maintenance (CTM)- the installation, servicing and repair of electronic and electromechanical equipment; collection (CTR) - Morse code communications and operation of radio direction-finding equipment; and technical (CTT) - communications by means other than Morse code and electronic countermeasures.



Photo by PH2 Stephen M. Kees

Meteorology



Aerographer's Mate (AG): AGs are the Navy's weather forecasters. They are trained in meteorology and the use of aerological instruments that monitor air pressure, temperature, humidity, wind speed and direction. They also prepare weather maps and forecasts and analyze atmospheric conditions to determine the best flight levels for aircraft. An AG may also measure wind and air density to aid the accuracy of anti-aircraft firing, shore bombardment and delivery of weapons by aircraft.

Aviation Sensor Operations



Aviation Anti-submarine Warfare Operator (AW): AWs operate airborne radar and electronic equipment used in detecting, locating and tracking submarines. AWs also operate radars to provide information for aircraft and surface navigation and act as helicopter-rescue crewmen, as well as part of the flight crew on long-range and intermediate-range aircraft. A five-year enlistment is required.

Whether you are an undesignated Sailor looking for a rate or a petty officer looking for a new rate, this will help you. Keep a lookout for future stories on each rating the Navy has to offer.

Allen a photojournalist assigned to All Hands magazine.

'You'll never do the same thing twice'

Story and photos by JO2 Jeremy Allen

This is a drill. This is a drill ... General Quarters, General Quarters ... All hands man your battle stations."

When those words ring out in ships around the fleet, does anyone stop to think about who is piping them to their positions?

The words you hear come from the lungs of a hard working, dedicated boatswain's mate (BM), known to many as 'boats.'

Without BMs, no one would be qualified to man the motor whale boat, lower the accommodation ladder or drop the anchor in port. BMs aren't just limited to ships maintenance and preservation, they are also responsible for training and supervising personnel in marlin-spike, deck and boat seamanship.

Many of today's ratings began when the Navy was under sail, and one of the first official ratings in the Navy was the BM rating. Many Sailors don't

realize that the BM rating is a merger of many former rates, such as the sailmaker and cockswain, later named coxswain.

The BM rating still remains one of the oldest and versatile Navy ratings, according to Senior Chief Boatswain's Mate (SW) Gregory E. Smuk, assistant harbormaster of port operations (PortOps) at Naval Station Norfolk. "BM's are one of the four original rates that include quartermaster, signalman and

gunner's mate," he said.

The history of the BM is as old as the Navy itself. From the beginning of seafaring ships, there's been a need for able-bodied men to lower the thick masts, swab the decks and pipe 12 o'clock reports. This need formed into the BM rate in 1797.

"The Navy needed someone who was a 'jack of all trades,' a master at none, but better than most," said BMCS Jeffrey D. Moore, individual training assistant for the Surface

► LCAC Craftmaster, BMC(SW) Jerry W. Carter from White House, Texas, is skipper of a multi-million dollar LCAC.





U.S. Navy photo

◀ **THEN ...** A painting of old salts and yarn-spinners on the sloop-of-war *Mohican* in 1888.

▼ **NOW ...** BM3 Mary E. Matos of 1st Division pipes the boatswain's call into the 1MC on USS *Theodore Roosevelt* (CVN 71). The Bos'n's call is an old tradition that is still used down today.

Fleet Atlantic. According to Moore, the boatswain's mates have filled the bill.

"People think we just paint and chip [but] we do so much more, like special warfare," said BM1(SW) Anthony G. Surratt, an Air Cushion Landing Craft (LCAC) loadmaster assigned to Assault Craft Unit (ACU) 4, Naval Amphibious Base, Little Creek, Va.

Although the rate has always been considered a tough one by many, women are also finding the rate agreeable. "It's a wide and challenging rate," said BM2 Maxine D. Chambers, leading petty officer on the recently decommissioned USS *Shenandoah* (AD 44).

Many BMs in the Navy echo this idea. "It's not for everyone. Being a BM is a lot of hard work," said BMSN(SW) Bruce C. Schafer assigned to Self-propelled Patrol Craft (YP) 766 at Naval Station

Norfolk. BM2 Gregory L. Wilks, small craft coxswain at PortOps added, "Being a BM means working a lot of long hours."

Working outside and taking charge is one thing all BMs learn early in their careers. "We take ownership of what we do as BMs. You can't teach that in some 'A' school; that's why there isn't one," said Smuk. "Anyone who has the desire to lead and do manual labor can be a BM," said BM3 Wayne E. Aragon, assigned to deck department on board USS *Normandy* (CG 60).

Leadership is very important. "No other rate in the Navy lets you lead sometimes 20 or 30 sea-

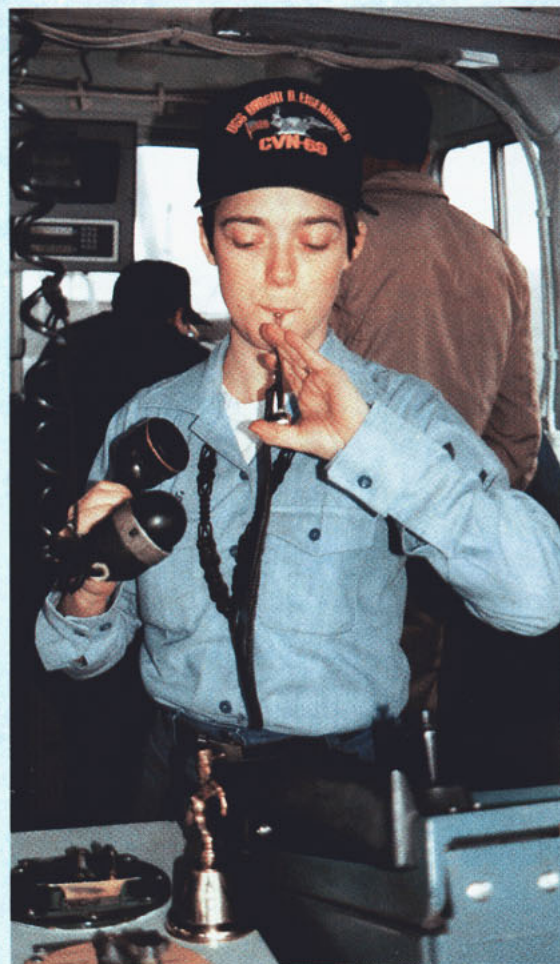


Photo by LTJG Lisa Brackenbury



◀ Tugmaster (under instruction), BMC John R. Johnson from Center Point, Tenn., steers YTB 793 into Norfolk's harbor as Tugmaster BMC(SW) Jim O. Carig, an 18-year veteran from Shelby, Ohio, supervises the evolution.

men as a 3rd class," said Aragon, who's responsible for the accommodation ladder on board *Normandy*. According to Aragon, being a BM has helped him grow up and become responsible. "My greatest enjoyment is teaching something [to a seaman] and then seeing the seaman grasp it, take pride in it and teach someone else — something most 3rd classes never get to do."

"Not everyone is cut out to be a boatswain's mate," said Carter. "It takes someone with patience and someone who likes hard work," said BM2 Rodney D. LeSane, damage control petty officer for deck department on board *Normandy*. "There's always something to do in this rate, especially at sea," added BM1 Thomas W. Jones, leading petty officer of the small boats and utility craft at NAVSTA Norfolk.



Although BMs may work in a different environment, they still live by one phrase. "We adapt and overcome anything, but always put safety first," said Smuk, a 24-year veteran. "As a BM, you'll never do the same thing twice." † Allen is a photojournalist assigned to All Hands.

▲ BM2 Gregory L. Wilks, a small craft qualified boatswain's mate from Alexandria, La., explains tugboat preservation requirements to a group of seamen. Painting and chipping techniques are passed down from one boatswain's mate to another.

Mail call....

Postal clerks provide vital service



Photo by PH1 Dolores Anglin

"... Whether we have 5,000 Sailors on board a ship or on a base or whether it's four, the crew still wants their mail."

— PCCM (SW/AW) Lawrence Ben

Story by Patricia Oladeinde

Let the Journey Begin" is the Navy's new recruiting theme. And hundreds of thousands of Sailors have done just that. From Great Lakes, Ill., to Christchurch, New Zealand. Keeping these far-flung Sailors in touch with home would be a nightmare for any hard working postman. If it were not for the Military Postal Service (MPS) and the postal clerks (PCs) who work around-the-clock, seven days-a-week routing mail, "Mail Call" would be heard less often.

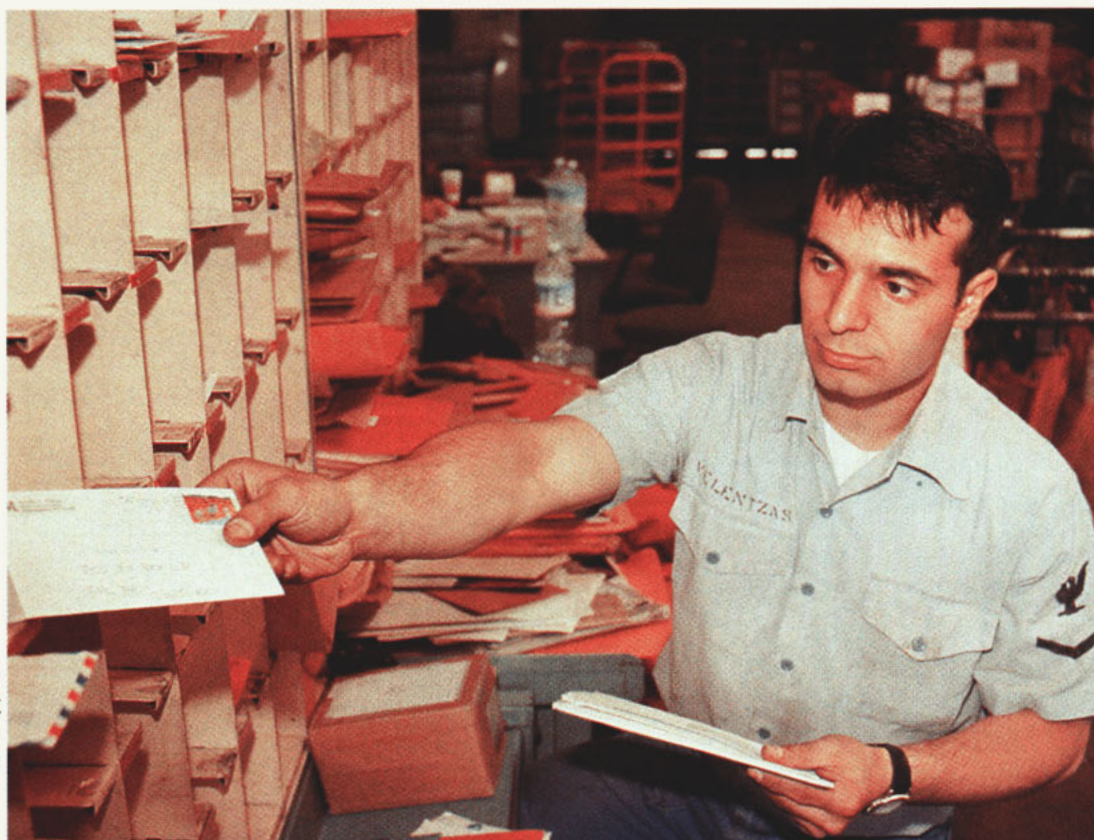
PCs have provided this vital service to Sailors since the rate was established Nov. 30, 1960.

For some Sailors, mail may be the primary link to home. For others it can be that added boost to an otherwise routine day.

"I've been in the mail business for 26 years," said Master Chief Postal Clerk (SW/AW) Lawrence Ben stationed at National Naval Medical Center, Bethesda, Md. "Postal clerks can be a

Sailor's best friend. Mail is no doubt a morale booster because everyone loves to receive it," he said.

Storekeeper 3rd Class Volinda Sarvis from Myrtle Beach, S.C., agreed. "I love mail call because I always get something — letters, boxes and big packages. Plus, I can keep in touch with home and know what's going on and who's doing what. Personally, it's my favorite time of the day. I look forward to seeing the postal clerk."



U.S. Navy photo

Postal clerks do more than just deliver mail. They sell stamps, money orders, stamped envelopes and process all outgoing mail. "Postal clerks have got to be hard workers with lots of integrity," said Machinist's Mate 3rd Class William Dresack, stationed aboard USNS *Comfort* (T-AH 20).

At one point in history, mail was handled by mail orderlies, and there was no MPS. Once mail left the jurisdiction of the United States Postal Service, there was very little protection provided to ensure it reached the intended recipient.

"Handling mail means the crew has invested trust in you," said Hospital Corpsman 1st Class John Edwards, who distributes mail as a collateral duty aboard *Comfort*. "All postal clerks know that what a Sailor is waiting to receive is valuable. You never know how that one piece of mail you're handling can affect a Sailor's life, or how significant it may be," said the Albany, Ga., native.

Postal clerks handle millions of pieces of mail yearly, and the majority of it reaches its destination, but there are some pieces that end up in the dead mail parcel branch in Philadelphia because of unclear addresses and incorrect packaging.

In 1995, postal clerks moved more than



Photo by PH1 Reynaldo Arellano

108,029 tons of mail through the Miami, New York and San Francisco gateways, and provided 1,500 postal services to specific ships and stations. Getting the mail to its rightful destination is no easy task, but new technology and automation make it more manageable. The new nine digit ZIP code, which identifies each ship and its location, allows for quicker mail service.

DOD operates military post offices in areas where the USPS isn't available or is required by the military situation. MPS is the single DOD agency responsible for setting policy and seeing that all correspondence is delivered to Sailors, Marines, soldiers and airmen stationed around the world. "Thousands of people are served daily, in some way," said Ben. ‡



Photo by JO1 Ron Schaefer

Oladeinde is a staff writer and Anglin is a photojournalist for All Hands.



A pioneer for today

Story and photos by JO1 Ron Schafer

Naval history is full of pioneers — individuals who, through their actions and ideas, have blazed a trail for others to follow. When he entered the Navy nearly 30 years ago, Master Chief Postal Clerk Charles L. Ramsey didn't realize he would become one of those individuals. In fact, he hadn't planned on becoming a postal clerk at all.

"Maybe I became a postal clerk for the wrong reasons," Ramsey said. "I didn't know that much about the rating at the time. When I joined the Navy, I reported aboard my first ship and, as a non-designated seaman, went to work in the deck department.

"When I started talking with the PCs on board, they gave me a little brief about what they did. I thought, 'this looks like an interesting job, this looks like something I might want to do.' So, I started doing the things you needed to do to strike into a rate."

He struck into the rate alright, eventually becoming the rate's first African American master chief. But, initially he found it difficult to find a role model.

"One day, I looked at my cruisebook, my first one

from 1968," he said. "The number of African Americans on that ship were very small, maybe 15 or 20 out of a crew of 800. Not because the Navy wasn't recruiting, but because not many African Americans really thought of the Navy as a career. I've seen a lot of changes since then. Opportunities have just expanded so much for Sailors that this has become an attractive career for anyone."

As Fleet Postal Officer for Commander-in-Chief, U.S. Atlantic Fleet, Ramsey is CINCLANTFLT's representative for all postal issues in the Atlantic Fleet. That responsibility includes providing leadership to the fleet's postal clerk community. Using a tried and true set of values learned in his hometown of Glenwood, Ala., Ramsey said there is no secret to his style of leadership.

"My desires in the Navy were achieved from things I learned growing up," he said. "I was always taught that if you do your job the best you can, all the time, rewards will come your way."

Ramsey will retire soon, having become a pioneer. In doing so, he is to many others what he lacked — a role model. ‡

Schafer is a Norfolk-based photojournalist for All Hands.

Charles L. Ramsey became the first African-American postal clerk master chief in the Navy.

Morison Sailors help celebrate Russian navy's birthday



Story by LT Moss Bresnahan,
photos by JO1 Daniel Charles Ross



▲ Russian Naval Academy cadets Nick Pelevin (left) and Roman Bogatoff assisted FFG 13 with crowd control during tour periods.

USS *Samuel Eliot Morison* (FFG 13), a Naval Reserve Force frigate named for the Pulitzer Prize-winning historian, made its mark on history when it participated in a five-day festival commemorating the 300th anniversary of the Russian navy.

"It was a real honor for us to take part in the Russian navy's 300th birthday," said CDR Thomas R. Daniel Jr., *Morison's* commanding officer. "I was commissioned in 1976, our bicentennial year, when there was a feeling of great national pride, so I could relate to the pride the Russians feel on this momentous occasion."

With a Russian tug out front, and a local maritime pilot providing guidance on the bridge, the ship wormed



◀ The interaction among Sailors during the Russian navy's 300th birthday party often demonstrated that old refrain of all Sailors being alike.

▼ The ship's crew were treated like celebrities. BM1 Maldonado autographs a Russian child's souvenir program.



its way up the Neva River last summer and past an 18th-century fortress as part of an international parade of 12 ships — all to the stirring sounds of the Russian navy orchestra and a 21-gun salute.

The next five days were filled with ship tours for the Russians and other navies' sailors, as well as a number of smiling American exchange students happy to have a fresh chance to speak their native tongue. *Morison's* crew participated in dozens of ceremonies and events. The experience affirmed the growing spirit of cooperation and goodwill between the two nations.

"Vuie gavareet ye pa Rouski?" (Do you speak Russian?)

Naval Reserve officers CDR Jeffrey Hoy and LCDR John Volkoff served as the embarked interpreters for the ship during the Russian jubilee. Both men have many years of experience as Russian translators.

Hoy, commanding officer of Naval Reserve Office of

Naval Intelligence 0760, Washington, D.C., studied Russian for four years at the Naval Academy, and served in a language support unit in the 1980s.

Volkoff's mother was born in Russia and his father was also fluent in Russian, so he grew up in a Russian-speaking household. He later refined his Russian skills in college. Along with Hoy, Volkoff, also a member of NR ONI 0760, has participated in four other port visits involving Russian ships.

"I would have been lost without [Hoy and Volkoff]," said LT Ben Baylosis, *Morison's* chief engineering officer. "Trying to communicate with the Russian water barge crew would have been nearly impossible without their help."

During Morison's visit, there was plenty of time for the crew to see historic St. Petersburg, including a visit to the Hermitage, once a palace of the Czar and now a spectacular museum.

"The architecture [of the Hermitage] is amazing," said Electronics Technician 1st Class Richard O'Connell, USNR(TAR). "I'm really overwhelmed by the variety of art and the size of the collection. I hope to come back to see more someday."

Others toured the famous Peter and Paul Fortress Cathedral, distinguished by its gilded spire, or hunted for souvenirs along *Nevsky Prospekt*, one of Russia's most celebrated streets. Many Sailors swapped sea stories with counterparts from other countries in historic Palace Square.

Before making the port call in Russia, many of the crew had expected to be greeted with a measure of antagonism. That frosty atmosphere never developed.

"St. Petersburg was a great port visit," said Seaman James Borowicz, USNR(TAR). "The people of St. Petersburg made us feel very welcome."

"After studying the 'Soviet enemy' for years at the Naval Academy, getting to know Russian naval officers and people of St. Petersburg was the highlight of the cruise," agreed LTJG Efren Mojica.

"The Russians are open, friendly and warm hearted," said Aviation Anti-submarine Warfare Operator 1st Class Larry J. Foster, a member of the Reserve air detachment from HSL-94 at NAS Willow Grove. "I thought that we'd be looked at with frowns, but they treated us like we were in our home port."

Foster has the evidence. While walking down a St. Petersburg street choked with Russians, he looked up to see a Russian military vehicle slowly approaching along the curb.

"An officer was driving by," Foster said. "He said something to me in Russian that I didn't understand, smiled at me and just flung his hat out the window to me as he drove by." †

Bresnahan and Ross are Naval Reservists assigned to NR NAVINFO Midwest Det. 113, Great Lakes, Ill.



Heave!

Morison team grabs Baltops title

Story by JO1 D.C. Ross

Aviation Ordnanceman 3rd Class Brian McNamara is an affable guy from Edgewood, Md. Normally, the Naval Reservist wrenches the LAMPS helo for the HSL-94 air detachment embarked aboard USS *Samuel Eliot Morison* (FFG 13) for the annual *BALTOPS* '96 exercise. When he left NAS Willow Grove for an extended active-duty period aboard *Morison*, he had no idea he'd go home a world champion.

Life's full of these little surprises, though. McNamara was part of a 21-man *Morison* squad that clashed in a sweaty tug-of-war competition among 12 nations in town for the tercentennial Russian navy birthday party. This was no walk in the park, though the contest was, held on a sandy sidewalk adjacent to St. Petersburg's large riverside park.

After many challenges from a burly team from the British frigate HMS *Cornwall* (F 99) and a muscular contingent from the new German frigate *Bayern*, *Morison's* tug-of-war corps earned the title of World Champions by besting the British in the finals.

As the American crew came back to the pit for its second round, the packed crowd of Russian spectators spontaneously erupted in chants of "U-S-A! U-S-A." More than one American face displayed a trace of surprise. Was this chant for them?

"It was amazing to have the Russian people cheering for us over the other teams," said team member ENS Brad Harken. "The teams from Germany, England and Finland were much bigger physically, but the crowd really pumped us up."

The final round against the Germans was hard-won — and they hosted many of us aboard their ship that

night for refreshments.

International cooperation was never this good before. ‡

Ross is a Naval Reservist assigned to NR NAVINFO-Midwest Det. 113, Great Lakes, Ill.



CHAMPION TUG-OF-WAR TEAM ROSTER:

OS3 Jason Bineger
GSMFR Bill Brandis
MIDN Michael Brosky
RM3 David Craft
STG1(SW) Rich DeWalt
MIDN Scott Fitzsimmons

HT1(SW) Joe Gardner
EN2(SW) Tom Gilkinson
ENS Brad Harken
MIDN James Leo
BM1 Rob McDonald
AO3 Brian McNamara

DS1(SW) Rob Rothen
OS1(SW) Michael Smith
EM3 Jeffrey Steder
RMC(SW) Rick Vasko
EM1(SW) Dan Vivian
YN2(AW/SW) Richard Ward



One thoughtless decision, one needless death

Mock DUI accident sends message to potential victims

Story by JO2 Damian M. Gelband, photos by Wendy Hallmark

Someone across the nation is senselessly killed or injured in an alcohol- or drug-related accident every 15 minutes. These constant mishaps gener-

ate endless media reports, making the subject almost routine to many. But for law enforcement officials, there's nothing routine about having to inform the victim's

◀ Members of Naval Submarine Base Bangor's Police and Fire Departments cut and rip away part of this vehicle to prepare for the removal of the passenger, MA2 Shannon A. Vanderpohl, who has a possible spinal injury.

next-of-kin that their loved ones won't be coming home.

That's what Naval Submarine Base (NAVSUBASE) Bangor attempted to convey to Sailors when it staged a mock driving-under-the-influence (DUI) accident recently in a base parking lot. In this simulated crash a man, under the influence of a controlled substance, rammed another car at 45 m.p.h..

Policemen and firemen rushed to the site of the accident, and about 200 people watched with anticipation.

At first, there were a few giggles as the intoxicated driver, dizzied from the crash, opened his door, fell on the ground and then ran around erratically. But the crowd hushed when the narrator of the event, Washington State Trooper Sgt. Kenneth Boad, explained to the crowd through the sirens that the driver of the other car was pronounced dead upon arrival.

"I want to invoke in each and every one of you that no matter what class you're in — enlisted, officer, Marine, Navy — you have a choice about whether you want to be a part of this or not," said Boad. "You will continue to be a part of parties and celebrations, and because of peer pressure, there will be alcohol. But,

it's entirely up to you whether you drive under the influence. [The driver] will have to live with this death for the rest of his life, not to mention the time he will see for his punishment."

Many law enforcement officers have to do this type of thing everyday; but, it never gets any easier, according to Boad. "I have had to explain to fathers, mothers, husbands and wives that their loved one will not be coming home tonight. I've had to do this more than 100 times, and I'll never get used to it."

This shared perspective and the presentation itself seemed to reach many viewers in the audience.

"If this presentation stops one person from drinking and driving, it's well worth it. It really is," said Chief Interior Communications Electrician Troy C. Todd, NAVSUBASE drug and alcohol program advisor. "And I think we touched a few more than that here. It was a really good setup."

Fire Control Technician 1st Class David W. Blalock said the presentation really spoke to him. "Everybody knows you shouldn't drink and drive because you can get into trouble. But this demonstration showed how many people it can actually affect." ‡

Gelband and Hallmark are assigned to NAVSUBASE Bangor, Wash., public affairs office.

All DUIs/DWIs to be documented

The Navy and Marine Corps have taken another step against those individuals who still have not gotten the message about drinking and driving.

ALNAV 80/96 requires commanding officers to document all proven cases of DUI or DWI in the evaluation or fitness report of the individual involved.

"Consider any drunk driving offense to be a substantial failure in judgment, behavior and leadership. Such a lack of personal responsibility and general disre-

gard for the safety of oneself and the public is incompatible with the standards of conduct and behavior expected of members of the naval service," said Secretary of the Navy John Dalton in the recent ALNAV.

The bottom line is, the Navy and Marine Corps will not tolerate drinking and driving.

"Everyone in the naval service must acknowledge, once and for all, that this is incompatible with our core values and will have serious personal and professional consequences. Those in leadership

positions, especially, must set a clear and unambiguous example, not only through personal behavior, but in how they respond when their subordinates fail to live up to the standards expected of them," Dalton said. "Protecting each other from harm is central to our traditions and core values of honor, courage and commitment," he said.

For more information, pick up a copy of ALNAV 80/96. ‡

A 5-year tradition continues

Blue Ridge Sailors parade Japanese Mikoshi

Story by JO3(SW) Regina Gillis,
photos by PH2 Brad Dillon

USS *Blue Ridge* (LCC 19) has been the only ship invited year after year to participate in the annual *Mikoshi* parade, Yokosuka, Japan.

In cooperation with the Taura Association of *Mikoshi*, Sailors walk in a parade carrying an ornately decorated carriage that symbolically houses a Japanese deity.

The parade is a tradition that dates back to the Japanese feudal era. According to ship's secretary, coordinator and leader for the event, CWO2 Larry Hayes, of San Diego, the *Mikoshi* was a religious event held around spring and harvest seasons, coinciding with

▼ Volunteers from *Blue Ridge* gathered outside Chuo train station moments before the big event began.

the timing of their agricultural livelihood. The pilgrimage of the gods in hand-carried shrines heralded blessings and good fortune which would befall the carriers in the following season. Most likely the farmers carried the *Mikoshi*. Today, the spirit of *Mikoshi* embodies celebration and festivities.

Cryptologic Technician Maintenance 3rd Class Shiletha Mitchell, from Houston, said, "To be the only ship here invited to be a part of this event was an honor to me. It was culturally exciting."

Eighty-five people showed up to carry the *Mikoshi*, according to Master-at-Arms 1st Class Joseph Mortimer, of Philadelphia, who has participated in two other *Mikoshi* festivals outside of Yokosuka's. Mortimer and Mess



▲ RM1(SW) Debra Deringer, from Oroville, Calif., helps SN Martha Ybarra, from Brownsville, Texas, with her headband.

Management Specialist 2nd Class Edward Downes, of Albany, N.Y., were *Blue Ridge's* front guides. The guiders wore Japanese "*hapi* coats." Other volunteers wore tee shirts courtesy of the ship's print shop and headbands courtesy of the Taura Association.

LCDR Sid Foster, of Chesapeake, Va., the ship's first lieutenant,





ant, assisted the leader and guides by keeping the paraders safe, guiding the *Mikoshi* in the back and relieving weary marchers. "Our participation is extremely important and shows our appreciation for what the Japanese do and how they do things," he said. "Since we are in their land, when we participate we gain a better understanding and respect for their traditions. We can't help but build a better relationship through our participation."

"I volunteered for the experience", said Interior Communications Electrician 2nd Class Armelda Withers, a Chicago native. "It was interesting and different watching the others."

"Everybody said it would be fun interacting with the Japanese people. It was fun, minus the physical pain."

The parade went up the street to the judge's stand where the

►MA1 Joseph Mortimer, from Philadelphia, leads USS *Blue Ridge's* Mikoshi up to the viewing stands on the parade path in Yokosuka, Japan.

mayor of Yokosuka and the president of the Chamber of Commerce were among other dignitaries. The procession was highlighted with Japanese bands playing drums and melodious woodwinds.

Seaman Cliff Sanders, from St. Louis, stood in the back with the taller marchers. "I enjoyed it. I got to meet (people) and learn more about their culture." Considering the time and effort it takes to become skillful at balancing and parading the *Mikoshi*, Sanders, who works in the ship's 2nd Division, added, "I have more respect for the people who do it. Our *Mikoshi* was wobbling."

Hayes explained that an expert *Mikoshi* carrier commented that the *Blue Ridge* sailors were 'very Japanese about carrying the *Mikoshi*.' "We carried it in the Japanese tradition," Hayes said, "and we were having fun."

"We were very big on teamwork," Hayes continued. "When you're tossing an 800-pound piece of architecture in the air, [you have to have] teamwork. We have a unique relationship here, and our participation in this [shows] our teamwork, something we [do] every day." †

Gillis and Dillon are assigned to USS *Blue Ridge* (LCC 19), public affairs office.



Seabee builds music from pallets

Story and photos by Dub Allen

Bill Haley fiddles with the pallets here. Bill Haley? Fiddling? Pallets? For those who remember, it was Bill Haley and the Comets; Charlie Daniels fiddles and pallets do not fit this story.

For the most part that's true, but at Fleet and Industrial Supply Center, Yokosuka, Japan, Chief Builder Bill Haley makes fiddles from pallets.

"It all started in Bermuda about 10 years ago," said Haley. "I wanted to learn to play a fiddle and they cost too much. I went to the base library and checked out one of the Foxfire series books and just read how to do it."

The first fiddle Haley made started as a pallet in a dumpster. Broken, old and discarded, one section of this pallet looked like a potential musical instrument to Haley.

"The wood was the easy part," Haley remembered. "It was the design that was the problem. The book just showed a very rough sketch and the rest I had to do from memory."

Haley laughs when he tells the story of that fiddle and



▲ BUC Bill Haley, U.S. Fleet and Industrial Supply Center, Yokosuka, Japan, builds and plays the fiddles he makes.

how it did not resemble the standard fiddle most people recognize.

The Seabee chief received wood working training through several courses, but instrument making comes from his own desires and research.

The fiddle bodies are former pallets; but the tuning pegs, strings, fine tuners and chin rests that become a part of Haley's fiddles are ordered from catalogs.

"I figured it up on this one," Haley said pointing to his fifth fiddle. "It takes me about 100 to 150 hours to complete. All this work is done on my picnic table in the backyard."

Of the five completed fiddles Haley has kept only one. All the rest have been given to friends and relatives. Currently, he has one finished and one in the making. Haley, like a true artist of a craft, says of the finished fiddle, "It needs refinishing ... again." ‡

Allen is assigned to U.S. Fleet and Industrial Supply Center, Yokosuka, Japan.



TAX TIME!

Don't let forms get you down

Stories compiled by JO3 Raina Williams

Paying taxes is an inevitable part of life in America. This year is no different. Many service members find preparing and filing their 1996 income tax forms to be a chore. There are a number of rules and circumstances that Sailors need to know about filing their returns correctly.

The Internal Revenue Service (IRS) suggests the following points and helpful hints to active-duty military personnel. These tips do not cover retirees' or veterans' benefits or give the basic tax rules that apply to all taxpayers. This review also does not reflect all the policies and information that may apply.

WHEN TO FILE

The deadline for filing returns is **April 15, 1997**, for most people. You may apply to the IRS for an extension of your filing deadline.

— Military members living overseas automatically get an extension.

— According to IRS officials, if you take the extension and owe taxes, you should pay them by the April 15 deadline. If you don't, penalties and interest begin to accrue on the amount owed.

— IRS officials also said a second two-month extension, ending Aug. 15, could be granted on a case-by-case basis. You must request the extension by June 16 using IRS Form 2688, "Application for Additional Extension of Time to File U.S. Individual Income Tax Return."

Many family service centers, legal services and military installations offer tax preparation workshops and tax filing assistance. Check with your local command for more information.

Navy personnel get their W-2 forms, which report earned income, in January. If you filed taxes last year, you should receive your tax instructions and forms, based on last year's filing, in the mail. If you've moved, the package may arrive after the filing deadline. To obtain forms and instructions, contact the IRS, check with legal services or call your local public library. Libraries usually have a book of tax forms that can be copied.

GROSS INCOME

Sailors receive many different types of pay and allowances.

Some are included in gross income, others are excluded.

Items that are included are taxable and must be reported on your tax return. They are included on your W-2, which must accompany your tax return. Excluded items are not subject to tax, and are not counted as income reported on your W-2.

For information on the exclusion of pay for service in a combat zone and other tax benefits for combat zone participants, see Publication 3, *Tax Information for Military Personnel*. ‡

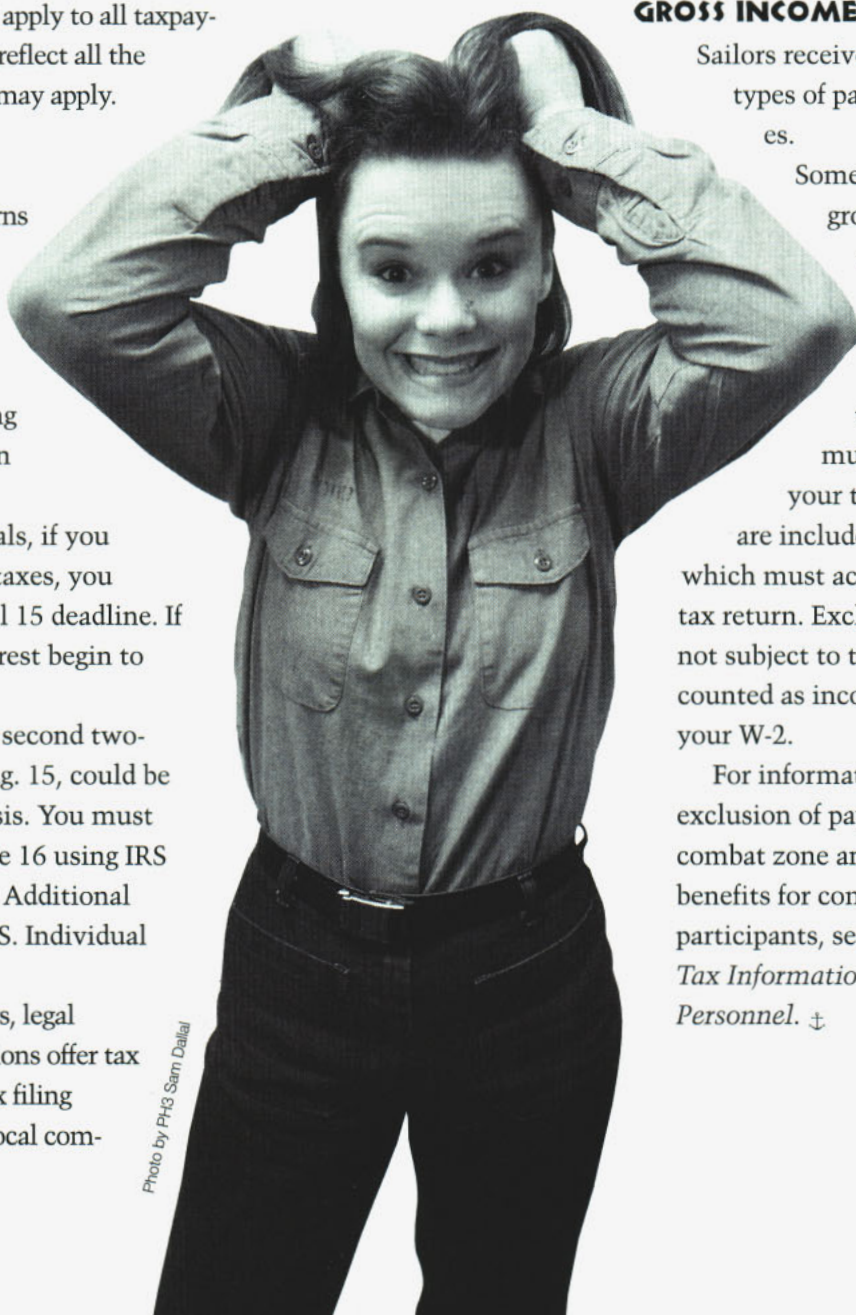


Photo by PH3 Sam Dallal

Time is running out. . .



Time may be running out for those Sailors who haven't filed a 1996 Income Tax Return. For Sailors who don't have the time to fill out the 1040 long form, there's another option. The electronic filing system (ELF) gives Sailors the option of filing their taxes electronically.

The Office of Navy Judge Advocate General says you should look into ELF if time isn't on your side. ELF reduces the number of tax-related problems encountered by Sailors. Best of all, there's no preparation or transmission cost to Sailors at military ELF sites.

Faster refund for taxpayer

Normally paper return must be mailed to the IRS. Sailors attached to deployed ships or remote overseas stations may have to wait two weeks or more before the IRS receives the return. Add another 40 days for processing and additional time to deposit the check into an account. All things considered, it takes approximately 45 days or more before a CONUS-based Sailor receives the refund check.

ELF refunds

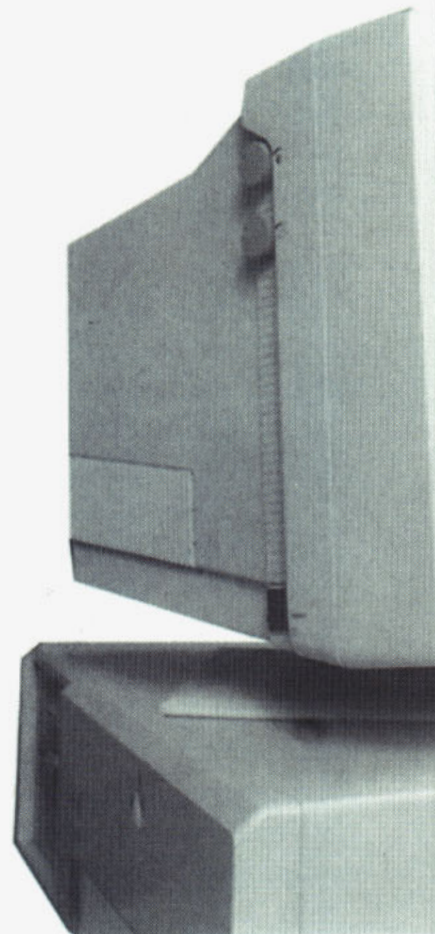
All military ELF returns are transmitted electronically via modem to a stateside transmitter then retransmitted to the IRS. ELF returns are generally accepted by the IRS within 24 hours of the time you transmit them to the stateside transmitter. The IRS processes ELF returns using a weekly cycle. For ELF returns received by the IRS by a 12 p.m., Wednesday cutoff, the IRS will generally make a direct deposit of the refund by Friday of the week following the Wednesday cutoff. So a taxpayer whose return is received by the IRS at 8 a.m. on a Wednesday, will usually have access to the refund nine days later.

Direct deposit of ELF refunds

A direct deposit takes the hassle out of dealing with the refund check and is particularly worthwhile for deployed Sailors.

Accuracy

The accuracy rate is more than 99.9 percent. The average paper return is handled by more than a dozen IRS workers. An IRS worker takes the information off the paper return and keys it into the IRS' monster computer. It's no surprise that workers who spend 40 hours a week at such a task might make an occasional mistake or two. Those mistakes can result in a computer generated letter to the taxpayer who has to spend time and effort trying to correct the matter. Sailors who use ELF won't have as many tax-related problems.



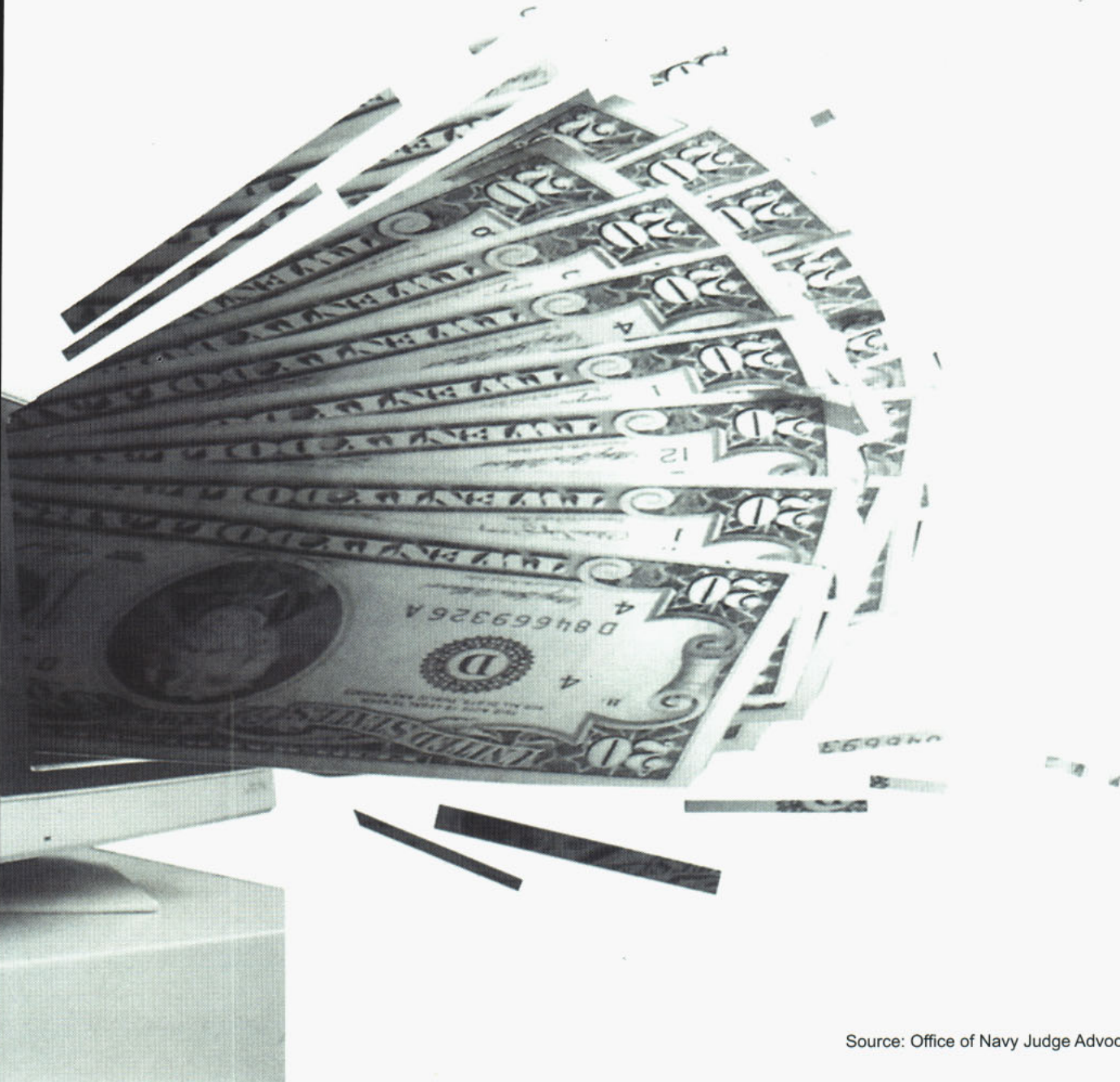
File your taxes electronically

At-sea ELF

The feasibility of transmitting returns at sea via satellite has been proven. With ELF on a ship, a Sailor can file electronically during extended at-sea operations and still have his or her refund electronically deposited in their bank account about nine days later.

Sailor saves money

By providing ELF federal tax return services alone, Sailors save more than \$100 per return on average. This figure does not include the value of assistance provided with respect to filing paper federal and state returns.



How much will outside help cost?

For Navy personnel who dread filling out tax forms, "VITA" might be the nicest four-letter word spoken during the tax season. VITA, short for Volunteer Income Tax Assistance, is a quality of life program that helps Sailors file their federal and state income tax returns electronically.

Preparing tax returns electronically offers faster refunds, fewer mistakes and money savings.

Last year, VITA personnel prepared more than 61,000 federal returns – that's 14.5 percent of all active-duty Navy – and 16,500 state returns. Because VITA is free, Sailors saved more than \$5.7 million in tax preparation fees and received refunds of more than \$42 million.

Listed below is an average of what it costs Sailors who get outside help filing their tax returns.

Commercial Fees at domestic sites

***1040 EZ**

Without Refund Anticipation Loan (RAL)

- \$15.00 for tax preparation

- \$25.00 for ELF

Total = \$40.00

With RAL

-\$15.00 for tax preparation

-\$25.00 for ELF

-\$50.00 for RAL

Total = \$90.00

•1040A

Without RAL

- \$28.60 for tax preparation

- \$25.00 for ELF

Total = \$53.60

With RAL

-\$28.60 for tax preparation

-\$25.00 for ELF

-\$50.00 for RAL

Total = \$103.60



Commercial Fees at overseas sites

•1040EZ

Without RAL

-\$15.00 for tax preparation

-\$45.00 for ELF

Total = \$60.00

With RAL

-\$15.00 for tax preparation

-\$45.00 for ELF

-\$50.00 for RAL

Total = \$110.00

***1040A**

Without RAL

-\$28.60 for tax preparation

-\$45.00 for ELF

Total = \$73.60

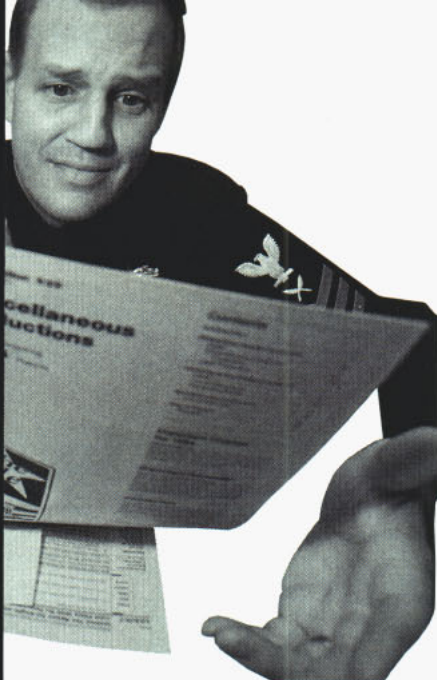
With RAL

-\$28.60 for tax preparation

-\$45.00 for ELF

-\$50.00 for RAL

Total = \$123.60



Free Navy electronic filing

Electronic Tax Filing (ELF) will be available at most CONUS shore installations and at more than a dozen overseas shore installations. It is also expected that nearly every aircraft carrier and submarine tender will offer ELF services. Below is a list of confirmed ELF sites as of our printing. Call the Naval Legal Service Office to find out if there is a site near you!

Navy Legal Service

Office Sites

NLSO Bahrain
NLSODet. LeMoore, Calif.
NLSO Southwest, San Diego
NLSO Northeast, Groton, Conn.
NLSO Det. Guantanamo Bay, Cuba
NLSO London
NLSO Southeast Det. Cecil Field, Fla.
NTTC Corey Station, Fla.
NLSO Southeast Jacksonville, Fla.
NLSO Southeast Det. Mayport, Fla.
NLSO Southeast Det. Orlando, Fla.
CSS Panama City, Fla.
NLSO Central Pensacola, Fla.
NAS Whiting Field, Fla.
NLSO Det. Kings Bay, Ga.
NLSO Det. Guam
NLSO Mid Pacific Pearl Harbor
NLSO Sigonella, Sicily
NLSO Great Lakes, Chicago
NLSO Sasebo, Japan
NLSO Northwest Pacific Yokosuka, Japan
NLSO NAVSTA Roosevelt Roads, Puerto Rico
NLSO Newport, R.I.
NLSO Det. Rota, Spain
NLSO NAS Memphis
NLSO Northwest Bremerton, Wash.
NLSO Everett, Wash.

Afloat Legal Office Sites

USS Independence (CV 62)
USS Kitty Hawk (CV 63)
USS Constellation (CV 64)
USS Enterprise (CVN 65)
USS John F. Kennedy (CV 67)
USS Nimitz (CVN 68)
USS Dwight D. Eisenhower (CVN 69)
USS Carl Vinson (CVN 70)
USS Theodore Roosevelt (CVN 71)
USS Abraham Lincoln (CVN 72)
USS George Washington (CVN 73)
USS John C. Stennis (CVN 74)
PCU Harry Truman (CVN 75)
USS Mt Hood (AE 29)
USS Seattle (AOE 3)
USS Detroit (AOE 4)
USS Simon Lake (AS 33)
USS Frank Cable (AS 40)

Staff Judge Advocate Sites

Naval Air Facility, Adak, Alaska
Naval Air Weapons Station, China Lake, Calif.
Naval Support Facility, Diego Garcia
CINCUSNAVEUR, NSA, Souda Bay, Greece
NAS Barbers Point, Hawaii
Commander, Sub Forces Pacific, Pearl Harbor
NAVSTA Keflavik, Iceland
Naval Air Facility Atsugi, Japan
NAS Patuxent River, Md.
NAS Fallon, Nevada
Naval Administrative Unit Scotia, N.Y.
NAS Kingsville, Texas

Source: Office of Navy Judge Advocate General

Chief Warrant Officer spurns cancer diagnosis limitations

J. Michael Thomson is a 'mustang' — a Navy term for an enlisted Sailor turned officer. He's also a marathoner, a triathlete and a chemotherapy patient.

As a former E-9 and now chief warrant officer with almost 30 years in uniform, Thomson is assigned to the admiral's staff at the U.S. Commander-in-Chief Pacific Command, Hawaii, as an exercise and operations officer in telecommunications. He spent most of his Navy career in the submarine force.

Last December, three days after walking away with an "outstanding" on his annual physical fitness test, Thomson was diagnosed with cancer of the colon, with metastases to his liver, spleen and lymph nodes. Surgeons at Tripler Army Medical Center, Hawaii, immediately removed 80 percent of his colon, followed by four treatments of chemotherapy. He was given a prognosis of six to 12 months to live. That hasn't stopped him.

"Until that day, I didn't have a clue there was anything wrong with me," Thomson said. He had no symptoms, had competed in a triathlon on the islands earlier in the year and was in training for the Honolulu Marathon.



After receiving four treatments which arrested the growth of more malignant cells, he went to Brooks Army Medical Center, San Antonio, Texas, for chemotherapy treatment. He was put on "CPT-11," an oral form of chemotherapy. While at Brooks, people were amazed

CWO4 J. Michael Thomson hasn't let a cancer diagnosis slow him down. As the spokesperson for the Cancer Therapy and Research Center, he encourages everyone to take care of themselves.

at the type of person Thomson was and the attitude he had.

He is still surprising those around him. Because his attitude is so

positive and his body so strong from a lifetime of athletic conditioning, his progress is better than expected.

When the Cancer Therapy and Research Center (CTRC) came knocking on Brook's door, looking for a national spokesperson for this year's Combined Federal Campaign, Thomson was nominated and selected. Now, he's on CFC posters across the country.

"The center provides cancer therapy and treatment for patients who may not otherwise be able to afford it," Thomson said. "They're

"I'm focused on every day being a wonderful new day."

— CWO4 J. Michael Thomson

studying me because I've made good progress. My prognosis is still poor, and I'm doing all the things I'm supposed to do, but I'm not dwelling on having cancer. I'm focused on everyday being a wonderful new day.

For Thomson it's become the game of life — he's on the 50-yard line, and can go either direction, so why not go for the touchdown? Instead of being hopelessly swamped by a driving rain, come back out after half-time, and go for it. In that vein Thomson took a time-out recently and went to the Ironman Triathlon in Hawaii as a

course marshall, something he's done for the last three years.

He's been a triathlete himself since 1990, competing in many events, and was on the first-place Navy team in the Maui Ironman-distance triathlon in 1994.

"We established a course out in Maui and opened it up to everyone with the long-term goal to be the best in the world," he said. It was U.S. military members against other world and military members. To Thomson finishing first in the 1994 Triathlon was "a feather in the Navy's cap." As national spokesperson for CTRC's Combined Federal Campaign, Thomson stresses the importance of regular thorough medical check-ups, early detection and physical conditioning.

"Cancer is not biased — it's an equal opportunity disease. It doesn't care who you are or who you know," he said. "Young people typically think they're invincible, and hardcore athletes think their bodies are not susceptible."

Thomson used to think so, too. He even spent a short time wavering between denial and asking, "Why me?" But, at some point, he decided not to blame, not to grieve and not to be counterproductive.

His outlook on life has always been upbeat and he never took anything for granted. With the diagnosis of his cancer, he became more determined to absorb everything life has to offer. "I made a decision to focus on capturing life, to write, to



CWO4 J. Michael Thomson was a course marshall for the Ironman Triathlon in October, something he's done for the last three years.

travel and to take everyday with courage, enthusiasm and zest.

"I'm competing with this disease, and I'll continue to compete with it, just to see who wins," he said. "If it does take me down, it won't be without a huge fight," he said.

A mustang is a bronco — a beautiful and hardy being — that bucks all limitations placed upon it and will not allow its spirit to be broken.

J. Michael Thomson is a mustang. †

Story and photos by LuAnne Fantasia, a writer for the Fort Sam Houston News Leader at Fort Sam Houston Texas.

Program for Afloat College Education

Sailors sail toward degrees

Story by SN Anthony Silas

Avionics Technician Airman James Starnes, a Sailor aboard USS *Carl Vinson* (CVN 70), is taking a step in the right direction by taking a college algebra class. But his classroom is haze grey and on-station in the Arabian Gulf in support of Operation *Southern Watch*.

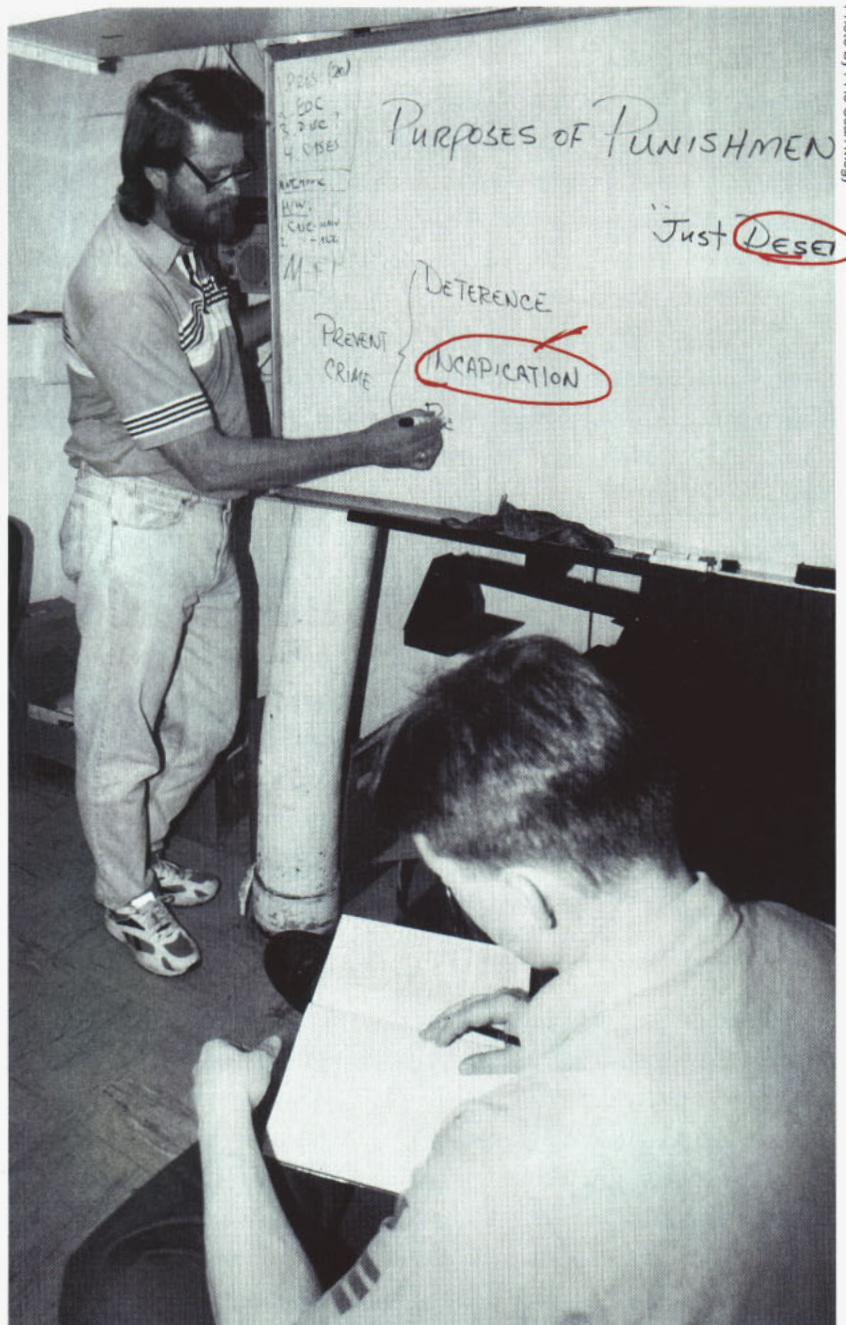
The course he is taking is part of the Program for Afloat College Education (PACE) program which allows Sailors to get college credits while deployed. He started the class with nine credit hours and plans to have 12 college credit hours when the ship returns stateside.

"I hope to pick up some college credits and further my education," said Starnes, of Richmond, Mich. "This will make it easier for me to go for a commission."

Starnes' start on a degree is a solid foundation to a successful college program for the typical first-term Sailor, said Chief Warrant Officer Rick Atienza, *Carl Vinson's* education services officer. "You have to start somewhere. Many Sailors put off starting college because of operational schedules, but with PACE, you can start or continue your education even when you are away from your homeport."

The deploying-education program started in 1967 with Central Texas College at Ft. Hood, Texas. The college offered educational opportunities to the soldiers based there and later branched out to other services. The college now serves U.S. military commands stateside and overseas.

PACE crossed *Carl Vinson's* brow in time for its Western Pacific (WestPac) deployment in 1994. Called PACE I, the first phase of the program put Sailors and Marines into instructor-taught courses, which are still



▲ On board USS *Carl Vinson* (CVN 70), PACE instructor Thad Johnson, of Central Texas University, begins his Criminal Justice course with a lecture about the purposes of punishment.

► OS3 Michael Biggles, a Brinson, Ga., native, studies his textbook during his Principles of Marketing PACE course on board USS *Carl Vinson* (CVN 70).

held aboard the ship. Central Texas College provides the PACE I courses.

Computer-based courses soon followed with PACE II. *Carl Vinson* and embarked Carrier Air Wing 14 use 14 computer work stations dedicated to making college courses accessible to Sailors who have a tight underway schedule.

Machinist's Mate 1st Class John O'Neil has taken six of the computer-based courses. "I'm the leading petty officer of my division," said O'Neil of Riverside, Calif. "My free time is varied. I can do the course at my own pace - in the middle of the night or during my lunch break. My work schedule causes me to miss the PACE I classes."

Instructor-based courses fall into two categories. "There are two basic programs. First, there's academic skills for Sailors who want to brush up on reading, writing and arithmetic. This is non-college credit," said Gary McMahon, a Central Texas College academic skills instructor. "The second category is the college level courses which give three or four credit hours each to those who pass."

Operations Specialist Seaman Geraldo Valero, embarked on *Carl Vinson* with Commander, Cruiser-

Destroyer Group 3, said the instructor-based course will help him in the future. "I want to get a degree in chemical engineering, and this is a great way to start."

PACE II offers 27 courses in a variety of subjects including astronomy and business management. The courses are developed by George Washington University in Washington, D.C., The University of Oklahoma, Coastline Community College in California and Richland College in Dallas.

The computer courses give students a choice, and 85 days to finish, Atienza said. "PACE II is self-paced. Students can do the courses anytime they need to, which makes it flexible," he added.

Another incentive for PACE course, both versions, is cost. Tuition fees are paid for by the Navy, said Atienza. "All students pay for are the books. This is more economical than the courses offered at a regular college or university."

More than 200 *Carl Vinson*/CVW-14 Sailors have taken computer-based courses during this deployment, Atienza said. Four hundred have completed class-room courses. "We expect another 100 students in each before we hit Alameda," he said. "That's about 2,400 college credit hours during a high-tempo deployment.

You can't beat that." †

Silas and Megy are assigned to USS Carl Vinson's public affairs office.

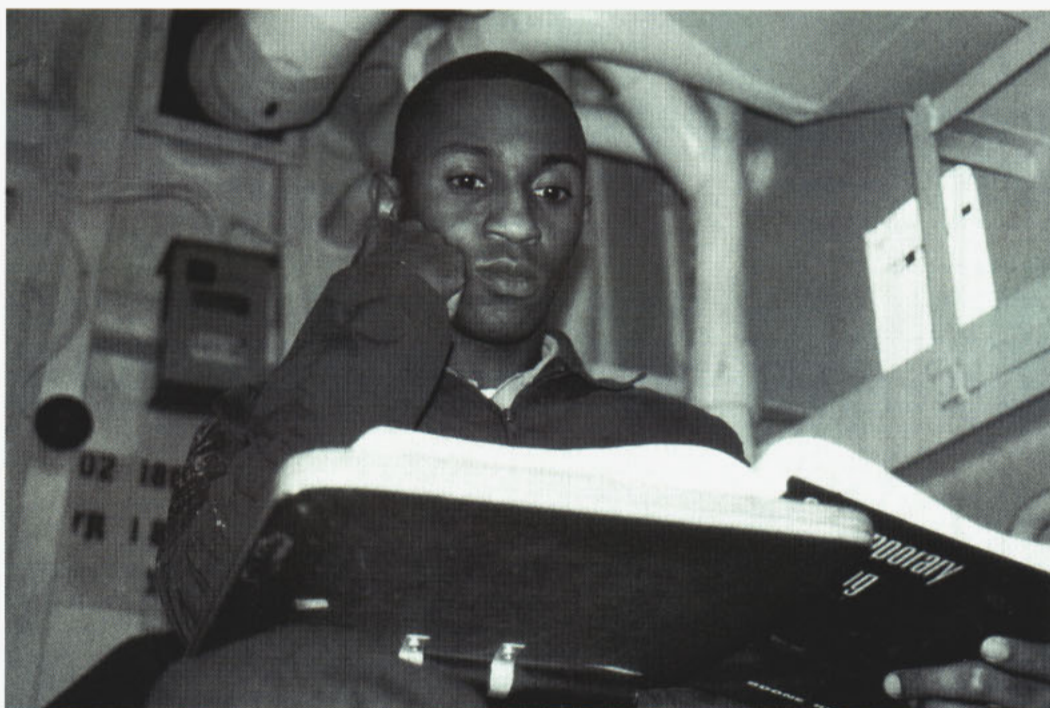


Photo by Seaman Anthony Silas

Around the Fleet

Sailors aid family in need

Barbers Point, Hawaii – In an era where crime, war and terrorism tends to make headline news, there is an increasing need for someone, somewhere, to restore one's faith in humanity.

A group of Sailors from NAS Barber's Point, Hawaii, recently provided a ray of hope by coming to the rescue of a family in need.

Jeannie and Uale Pogi faced a huge crisis.

As working class parents of a family of nine, the Pogi's struggled to make ends meet and the constrictive nature of their three-bedroom home was not conducive to caring for their 7-year-old daughter Anastasia. Anastasia, one of two surviving triplets, was born with cerebral palsy, scoliosis and a condition referred to as "water on the brain."

Late last year, volunteers from Barber's Point came to the rescue. Armed with hammers, tape measures and lots of stamina, Sailors donated their off-duty time, energy and expertise to build a downstairs shower and room extension for Anastasia. The work project was funded by the Department of Health and coordinated through the Goodwill's Partnership in Community Living Program, also known as Project Independence.

"The Sailors were very willing to donate their personal time and energy in light of ongoing missions," said Kathleen Sanders, Project Independence Program Coordinator.



Photo by Jason Holm

BU1 Ronald Thompson provides "construction instruction."

"They gave their heart, soul, sweat and blood to this program. It's incredible." ‡

Commander receives 'Straight Furrow Leadership Award'

Aboard USS John C. Stennis – He was honored by senators in the morning, had lunch with congressmen in the afternoon, went on private tours of the White House and State Department and attended a dinner banquet with powerful legislators.

It was all part of a historic two-day visit in Washington, D.C., for CDR Chuck Jefferson, an officer assigned to USS *John C. Stennis* (CVN 74).

Jefferson was chosen recently as the first recipient of the Straight Furrow Leadership Award. The annual award recognizes the Sailor or officer who best demonstrates the values and principles of honor, courage, commitment, foresight and integrity.

The trip, sponsored by the Stennis Center for Public Service, gave Jefferson the chance to gain a better understanding of the role Congress plays in setting national security policy.

"It's a great honor to be recognized...as the one who exemplifies what Senator Stennis stood for," Jefferson said. "It means a great deal to me. I'm honored."

"Effective leadership is directly proportional to the support and understanding provided by your seniors," said Jefferson. "[The crew] on *John C. Stennis* continuously provides this support and it enables my success. It's a tremendous honor to be the first recipient of this award. It's something I'll always remember." ‡



90 Boxer Sailors reenlist aboard *Arizona* Memorial

Pearl Harbor, Hawaii – The early hours of Sunday, Dec. 7, 1941, were marked with pain and surprise when 183 planes from the Imperial Japanese Fleet appeared over the horizon to strike a disabling blow against the U.S. Pacific Fleet at Pearl Harbor Naval Base, Hawaii.

Almost 55 years later, 90 Sailors from USS *Boxer* (LHD 4) revisited the site to take part in the largest reenlistment ceremony ever held on the memorial.

When asked why they wanted to reenlist on board

the *Arizona* Memorial, the reenlistees' responses seemed to come in unison.

There was a kinship between them and the Sailors who rested below, a continuation of a time-honored tradition of service to our country and the finest Navy in the world.

"It's a memorable place," said Radioman Seaman Christopher D. Nadolski. "There aren't too many times when your reenlistment comes up that you get the chance to come to a place as special as this." ‡

Unlikely reunion aboard USS *Mount Whitney*

Aboard USS *Mount Whitney* – It came as a complete surprise. Who would think that three people from three different military units participating in the largest exercise of U.S. and United Kingdom troops since World War II would, by coincidence, get together for the first time in more than 20 years?

It was a high school reunion aboard USS *Mount Whitney* (LCC 20) for Master Chief Radioman (SW) Maggie Greene, CDR Elliot Powell and Air Force Maj. Norman Williams. All three attended General H.H. Arnold High School, a Department of Defense school with approximately 2,000 students of military families stationed in the area of Wiesbaden, Germany, during the mid-1970s.

Shortly after the ship began a recent 19-day underway period, Greene was walking through a darkened passageway. She heard a familiar voice behind her and turned around. It was Powell, an old high school friend she hadn't seen since he graduated in 1974. "I was in utter shock," said Greene.

An even bigger shock came when Powell suddenly came across Williams who was also participating in the *Combined Joint Task Force Exercise '96*. After high school, Powell, Williams and Greene went their separate ways. Williams to the University of



U.S. Navy photo

Three schoolmates from DODDs High School, Wiesbaden, Germany, had an impromptu reunion aboard USS *Mount Whitney* (LCC 20). From left: CDR Elliot Powell, RMCM(SW) Maggie Greene and Air Force Maj. Norman Williams all met during a joint training exercise after not seeing each other for more than 20 years.

Florida, Powell to North Carolina Central University and Greene enlisted in the Navy. Eventually, Williams and Powell joined the military, but as time went on all three lost track of each other.

When the classmates reunited, they immediately began sharing stories about other classmates. They reminisced about their old school, mutual friends and associates.

Since their impromptu meeting aboard *Mount Whitney* the three have attended a reunion of DODDs graduates in Washington, D.C. ‡

Story by JOC Harry Kenyon who is assigned to USS *Mount Whitney* (LCC 20) public affairs office.

Around the Fleet

PACE helps students raise ASVAB scores

San Diego – Two Afloat Training Group Pacific Sailors dramatically increased their Armed Services Vocational Aptitude Battery (ASVAB) scores after completing the Program for Afloat College Education (PACE) Academic Skills Program, known as "PLATO."

Seamen Melanie Varner and Carole McCoy raised their scores by 34 and 26 percent, respectively, fulfilling their desire to qualify for enrollment in PACE college level courses.

"I learned about the program through our educational services officer," said McCoy, of Lufkin, Texas. "After I completed the program, I received a certificate and it was entered into my service record."

The task was not easy. PLATO is a time-consuming, rigorous computer program focusing on reading, language arts and math subjects. The program is designed to boost academic skills up to a 12th grade level. Then students are eligible for PACE college courses, advanced training or other self-development goals.

If Sailors take all three of PLATO's subjects, they can expect to spend about 10 to 20 hours each week on the computer.

"The program starts with what is

called 'fast track testing' for each subject," said McElhaney. "The testing continues until the student misses five consecutive questions. Then, PLATO puts the students in the appropriate lesson module for study."

PACE courses, including PLATO, are overseen by Dr. Fran Kelly, Director of Navy Voluntary Education Programs at the Bureau of Naval Personnel, Washington, D.C. Since its inception in January 1995, PLATO has received a great deal of interest from Sailors. Currently, the program has about 600 students in the San Diego area alone, and there are plans for expansion.

"The program [was] slated to be on all ships by December 31, [1996]," said Kelly. "NAS Jacksonville, Fla. and Naval Amphibious Base Little Creek, Va., also have it and there are plans to establish 50 other learning centers worldwide by 1999."

For students, finding the time can be the biggest obstacle to PLATO's success, particularly for afloat commands. Given a typical



SN Carole McCoy and SN Melanie Varner raised their ASVAB scores after completing the PACE Basic Skills Program.

ship's operating tempo, Sailors may be hard pressed to meet the required time period for completing PLATO. Kelly said consideration is being given to extending the time period.

As for Varner and McCoy, they're just happy to have completed PLATO's exhausting course work and anxious to continue their studies.

Varner, a Port St. Lucie, Fla., native, is currently striking for hospital corpsman and looking forward to taking some PACE college courses as well. †

Story and photo by LT David Oates who is assigned to ATGPAC public affairs office, San Diego.

U.S. Navy photo



Land Sailors paint from the heart

Norfolk – Showing concern for city neighborhoods and the people who live there, crew members from various Navy ships and commands throughout the Norfolk area recently took part in this year's "Paint Your Heart Out" (PYHO) event. The PYHO projects focused on restoring and beautifying city homes, neighborhoods and landscapes.

Crew members from the submarine tender USS *Emory S. Land* (AS 39) participated in this year's project because a former command master chief of *Land*, Charles E. Smith Jr., felt the project was too good to pass up.

"The Hampton Roads community and the Navy has what you'd call a marriage made in heaven," Smith said. "Projects such as PYHO are an excellent illustration of what goes on every day throughout the Navy and the Hampton Roads area."

Sailors from *Land* were assigned the Norfolk home of Inez Jiggetts. Her home, built in the 1920s, needed extensive work inside and out. Sailors fixed plumbing and electrical problems, made wooden repairs and pulled enough weeds from Jiggetts' yard to fill more than 40 large garbage bags.

"We didn't complain about not having time to help or because the job was too large," Smith continued "Our Sailors just wanted to help in any way they could. You see, life is God's gift to you. What you do with it is your gift back to God. I think these Sailors

are using their gift very well," said Smith.

According to Electrician's Mate 1st Class Michael Blankinship, the effort demonstrated by naval personnel in the PYHO project sends a clear message to the community of the Navy's commitment.

"What many people outside of the Navy don't see are the 130,000 or more Sailors who quietly go out every single day, all across this nation, to help out their communities. That's what folks need to be aware of," Blankinship said.

People have taken notice. The PYHO project was a huge community

relations success for the *Land*. The work accomplished by command volunteers still serves as a topic of conversation among neighborhood residents.

"The PYHO project was a lot of work," said Senior Chief Storekeeper Rosiland Friday. "But it was worth it just to see the look on Mrs. Jiggett's face when she saw the people in



These volunteers didn't just "gundeck" the painting effort. They did everything required to get the property looking new as RM1 Cindy Marks demonstrated by chipping old paint.

her yard working on her house. She was so appreciative. It's wonderful that so many people came to help me," Mrs. Jiggetts said. "It's not every day that young people will help us old folks out. It sure is nice to know that the Navy has that kind of people," she said.

✚

Story and photos by JO1 J.C. Mack who is assigned to USS *Emory S. Land* (AS 39) public affairs office.

Around the Fleet

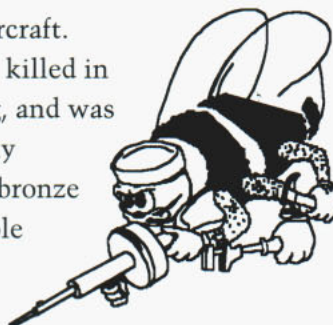
Stetham celebrates 'Seabee Days'

Port Hueneme, Calif. – Ten months after commissioning at the Naval Construction Battalion Center in Port Hueneme, Calif., and entering the Pacific Fleet, USS *Stethem* (DDG 63) recently returned to its "birthplace" for the annual "Seabee Days" celebration.

Stethem is the only ship in service named in honor of a Seabee, Steelworker 2nd Class (DV) Robert Dean Stethem. *Stetham* was returning from an assignment in Nea Marki, Greece, in June 1985 when Palestinian terrorists hi-

jacked the aircraft. *Stetham* was killed in the hijacking, and was posthumously awarded the bronze star and purple heart.

Stethem's Sailors participated in the celebration as both guests and hosts of the festival. Many of the Sailors participated in sporting competitions against local Naval Construction Battalion Center teams and took in the local sights during their off-duty



time. A portion of the crew remained on duty to host almost 6,000 guests.

"This is one of the most successful events we've ever sponsored," said base spokesperson Linda Wadley. "*Stethem* is a very big attraction, and the public has been anxious for her return."

Stethem was showcased in San Francisco during Fleet Week. The ship is currently in the fleet training process preparing for her deployment next spring. ‡

Perry Sailors help city clean up bridge

Ogdensburg, N.Y. – In an unselfish display of volunteerism, 20 crew members of USS *Oliver Hazard Perry* (FFG 7) recently teamed up to assist the city of Ogdensburg, N.Y., with a bridge beautification project. Ogdensburg officials requested the ship's crew members help in refurbishing the aging bridge which runs through the small town along the Saint Lawrence River in upstate New York.

Perry crew members spent the entire day descaling, priming and painting the 120-foot long bridge. Once green, but now sky blue, the 100-year-old bridge handles foot traffic across the Oswegatchie River, linking two communities and 13,000 residents.

"If the Navy had not come in and painted our bridge," said Ogdensburg Mayor Richard Lockwood, "It's hard to say when it would have been done. We just didn't have the money."

"The most impressive part of this project is not that the men of the *Perry* saved our city thousands of dollars, but that all of these guys volunteered to do this. ‡

ET3 Blake Cunningham of USS *Oliver Hazard Perry* (FFG 7) brushes paint on a 100-year-old walking bridge that spans the Oswegatchie River in Ogdensburg, N.Y.



Photo by PH1 Ray Enriquez



California crew spends liberty call helping others

Singapore – Although the primary mission of Sailors aboard USS *California* (CGN 36) is training for intense deployment operations as part of USS *Carl Vinson's* Carrier Task Group, they have not forgotten their responsibility as America's goodwill ambassadors.

A week-long liberty visit to Hong Kong enabled 10 *California* Sailors to renovate the grounds of the Hong Kong Society for the Protection of Children in Mong Kok, Kowloon. *California's* crew, led by the ship's Chaplain LT Ron Tomlin, cleaned walls, renovated drain pipes and provided landscaping services for the school which teaches 600 children.

The next day, 24 Sailors helped out the Hong Kong Association for the Mentally Retarded at Pinehill Village, Tiapo, New Territories. The work included painting and landscaping which improved safety for



Chaplain Tomlin and *California* crew members with the cadets of the Boy's Brigade Camp in Singapore.

Photo by LT Ron Tomlin

the children and enhanced the appearance of the facility. "They were very pleased to have us," said Tomlin, who organized the events. "It was a lot of work, but together we worked quickly and accomplished in a single day what would normally take weeks to do."

Another 24-member crew helped the Boy's Brigade Camp while in Singapore. In addition to extensive landscaping, cleaning and painting, *California's* electricians rewired the facility which was in danger of being closed for failure to comply with proper electrical safety standards. Led by Electrician's Mate 1st Class Christopher W. Anderson of Lompoc, Calif., the Sailors ensured the camp would pass all electrical safety requirements.

Tomlin emphasized the importance of community relations projects by U.S. Sailors. "Our actions speak louder than words," Tomlin said. "If we can continue to lend professional expertise to [the people] of the countries we visit and save time and money in the process, we should do just that. We get into it and thrive on it." †

California crew members perform extensive landscaping on the Boy's Brigade Camp in Singapore.



Photo by LT Ron Tomlin

Shipmates



Yeoman 3rd Class Angelique N. Ashley of Training Squadron (VT)23, (NAS), Meridian, Miss. was awarded the Navy and Marine Corps Achievement Medal for superior performance while serving as VT-23's Safety Department leading petty officer, legal yeoman and selection as Sailor of the Quarter, 4th quarter 1996.



Electronics Technician 1st Class (SW) Anthony Diianni was awarded the Joint Service Achievement Medal after distinguishing himself as a teletype maintenance technician assigned to Headquarters, Allied Forces Central Europe (AFCENT), the Netherlands, Circuit Management section from June 1994 to September 1996. Diianni, a native of Pittsburgh, is currently assigned to NAS Sigonella, Italy.



Hospital Corpsman 3rd Class (FMF) Jerrol B. Wallace was selected as Junior Sailor of the Quarter for the 4th quarter 1996. He is assigned to 2nd Medical Battalion, 2nd FSSG, Camp Lejeune, N.C. Wallace, of Atlanta, is a field medical technician for C Company. He was cited for field medical support that included emergency care coverage of a helicopter crash and deployment to Adazi, Latvia, for *Baltic Challenge* 1996.



Intelligence Specialist Seaman (SW) William Smith earned his Enlisted Surface Warfare Qualification (ESWS) onboard USS *Blue Ridge* (LCC 19). Smith, the youngest person in his shop, completed his qualifications in six months during the spring of 1996. *Blue Ridge* is Smith's first command. Smith made many sacrifices to gain time to complete the requirements for his ESWS.



Builder 1st Class Robert D. Newstead was selected as the 1996 Military Citizen of the Year, by the Chamber of Commerce, Williamsburg, Va. Newstead, a native of Granite Canyon, Wyo., was recognized for his support of the Partnership for Housing Program, a local school district. Newstead is assigned to U.S. Navy Cargo Handling and Port Group, Williamsburg, Va.

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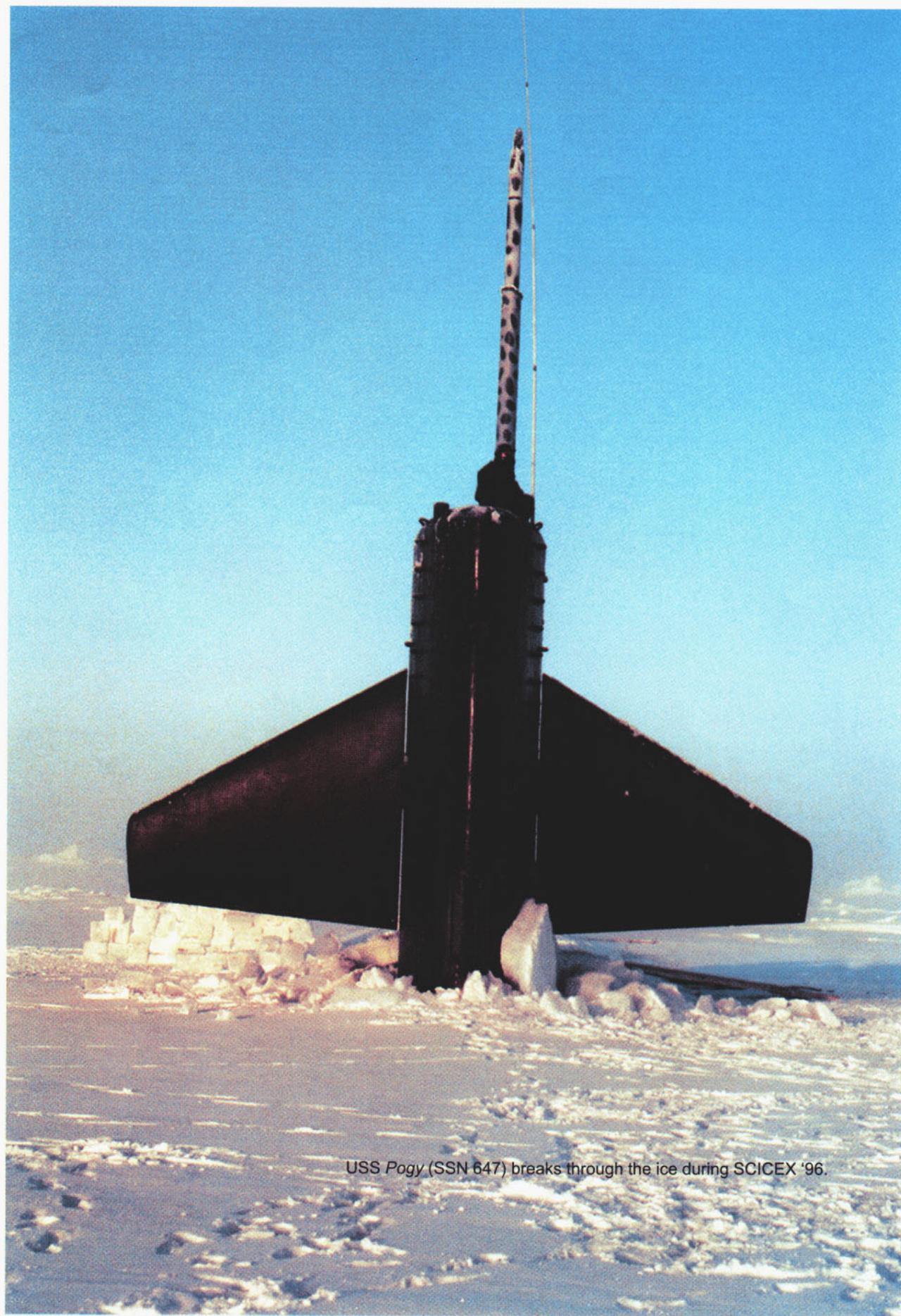
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USS Pogy (SSN 647) breaks through the ice during SCICEX '96.



Photos by SN Anthony Sbars



Name: AC2 Willie G. Cole

Assigned to: USS *Carl Vinson* (CVN 70), Operations Department, Carrier Air Traffic Control Center.

Hometown: Memphis, Tenn.

Job description: "I provide safe, orderly and expeditious operation of air traffic control."

Achievements: Assisted with launching and landing of F-14D Super *Tomcats* that escorted B-52 Strato-Fortresses during Operation *Desert Strike* in the Arabian Gulf, and trained division personnel in key air traffic control positions.

Best part of job: "It's a challenging and very rewarding rate. Learning something new all the time is the key part of air operations on a carrier."

Key to success: "Pride, dedication, commitment, teamwork and self-esteem."

Places visited while in the Navy: Oman; Hong Kong; Singapore; Yokosuka, Japan; Hobart, Tasmania; and Jebel Ali.

What does Black History Month mean to me?: "A chance to keep in touch with my ethnic heritage. It also gives African Americans a chance to see where they've been, and where they're going."